

*Echo*  
**SOUNDINGS**

**MARINE NEWS of 1890-1891**

Excerpts from the  
*Amherstburg Echo*



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**Volume III, Number 3**

Fall 2000

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*A quarterly publication of the Marsh Collection Society, Amherstburg, Ontario*

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*EDITORS*

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*A quarterly publication of the Marsh Collection Society, Amherstburg, Ontario*

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## Introduction

The Marsh Collection Society, a non-profit organization, is based on the historical collection of John Marsh and his sister Helen, owners and operators of the *Amherstburg Echo* for over 50 years. They founded the Marsh Collection Society in 1983 with the intent that a research facility be opened after their deaths. Helen passed away in March, 1986 and John in February, 1993. The research centre was opened October 1, 1994.

The Marsh Collection includes photographs, books, documents, postcards, artifacts and other items relating to the Town of Amherstburg, the Lower Detroit River district and the Great Lakes. The collection also contains genealogical materials and reference books. Donations of relevant items are accepted.

A large part of the Marsh Collection is books, files and photographs relating to the marine history of Amherstburg and the Great Lakes system. These items form the nucleus of a future marine museum. The *Amherstburg Echo* and Bowes Publishing Ltd. have graciously allowed us to reprint the "Marine News" columns and other relevant articles which appeared regularly in the newspaper from its first issue in November, 1874. The *Echo* is still in publication today, having operated continuously for 126 years, and occupies the building constructed for the *Echo* in 1915.

*Echo Soundings* will be published quarterly by the Marsh Collection Society in the hope that residents of Amherstburg and other Great Lakes communities will read about and enjoy the rich marine history of their town.

September 5, 1890

The Congress conferees on the U.S. River and Harbor Bill have reached an agreement. It appropriates \$24,981,295.

The owner of the steamer *Isaac May* gave bonds for \$7000 at Buffalo, double the amount of her appraisal. She will be towed to Port Robinson, Welland Canal, and be thoroughly rebuilt.

On Sunday the propeller *W.H. Stevens* reported the schooner *Parker*, consort of the steam barge *John Oades*, ashore at the lower cut of Lake George. The Red Can Buoy is out of place - about 150 feet to the eastward.

The keel is already laid and some of the frame up for Capt. John Ellison's new steamer at Port Stanley. She will be 85 feet keel and is expected to make 14 knots an hour. It is expected she will be ready for launching this fall.

The steam barge *W.H. Barnum* collided with a dock at Sarnia on Sunday night, doing about \$500 worth of damage to the dock and more or less injuring the barge. It required three hours' time for a tug to pull the *Barnum* out of the wreck.

The four gates of Lock 18 on the new Welland Canal between St. Catharines and Thorold were run into on Monday afternoon by the steamer *T.D. Stimson* of Chicago. The collision occasioned a bad break, which will require several days to repair. The banks are washed away for a considerable distance. There were fortunately very few vessels in the canal at the time.

An automatic system of gas lighting is about to be given a practical test by the Dominion Marine Department and if successful will be a boon to shipmasters and pilots, inasmuch as it will afford a greater variety of lights and so render the different localities more readily distinguishable. The system will be tried on the gas buoy at the west end of Beaujea Channel in the St. Lawrence, which will be changed from a fixed to an [rest of paragraph missing on original].

September 12, 1890

The steamer *Monteagle* arrived here on Tuesday morning, bound up, having broken her steering gear in Lake Erie. The necessary repairs were made and she left in the evening.

Judge Chipman's Bill extending the criminal jurisdiction of the U.S. Circuit and

District Courts to the Great Lakes and their connecting rivers has received the signature of the President.

A special from Port Dalhousie estimates the damage done to the Welland Canal at \$5000 and states that the Government will attempt to hold Matthews & Bros. of Toronto, owners of the steamer *Stimson*, responsible for this amount, claiming that the break was caused through the negligence of the *Stimson's* officers. The broken gates have been repaired.

The ferry *Sappho* released the *George G. Hanley* on Monday that was ashore near the St. Clair cut. While the new iron propeller *Seguin* was coming through the canal Tuesday afternoon her steering gear went wrong and she was towed to Detroit by the *Sappho* and from there to Toledo. This is the *Seguin's* first trip and she is considered the best furnished propeller on fresh water.

September 19, 1890

An international question has been raised at Chicago by the sailors' union persuading the crew of the Canadian schooner *Sligo* to quit work. The men were getting \$20 a month and the union rate of \$2 per day. The captain of the *Sligo* has lodged a complaint with the British consul, setting up the claim that the rights of Canadian seamen have been infringed.

Vessels are now carrying wheat from Chicago to Kingston for three cents a bushel - a big drop since the days of twenty years ago when they got twenty cents. The Ogdensburg people are endeavoring to strike at the Kingston trade by erecting elevators for transferring the wheat to the barges that go through the St. Lawrence canals to Montreal. Kingston should look alive or she may be out-maneuvred. The American lake vesselmen are in hopes of obtaining a yearly tonnage bounty of twenty cents from Congress.

Canadian carriers are in hard lines, as will be seen by the following from a correspondent at Kingston: "To give an instance of how very dull trade is at present, it might be stated that some weeks ago a tow left with 5000 tons of railway iron for the West. The vessels were compelled to return to Kingston light. Captains are being paid off in some cases, there being no immediate prospects of the carrying trade improving. Not only the grain but the lumber trade is dull. This season all the timber for rafting for Quebec and the old country was carried in a few months; in other words, the work was rushed for all it was worth. Now timber vessels are being laid up for the winter. Heretofore they have laid up in October."

September 26, 1890

The body of William McMaugh, the sailor drowned in the *Tremble* wreck off Sarnia, has been recovered and shipped to St. Catharines.

The loss of the schooner *Ben Brink*, with a crew of five men, on the rocks off Eagle Harbor, Lake Superior, is reported. The crew are supposed to have been drowned.

Capt. John Matthews of Port Colborne, who has sailed the lakes for many years, is dead. He was 66 years of age and owned the schooners *Mary Lyon* and *Jennie Matthews*.

The steamer *Samoa*, bound up the Welland Canal on Wednesday, carried away the two head-gates of Lock Eighteen and sprung one of the foot-gates. This will cause a delay in the canal of about two days.

The big ice crusher *St. Ignace* will be brought to Detroit from the straits and given an overhauling. She has ploughed the ice of the straits for three winters successfully and needs some repairs, which will be completed in time for the coming winter's work.

The steam barge *Columbia* arrived at Marquette on Monday and reported that her consort, the schooner *Comrade*, had parted her tow line during Saturday morning's gale and, notwithstanding the *Columbia* searched diligently for the missing vessel during Saturday and Sunday, she never once got a sight of her. The *Comrade* is owned by Gilchrist of Vermilion, O., is valued at \$35,000, was carrying 1600 tons of ore and a crew of eight persons. Passing boats have since seen the *Comrade's* wreckage, but no trace of the crew.

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September 26, 1890

The ferry *Fortune* has been laid up at Detroit for the season. New boilers will be put in her during the winter.

The Marine Department is asking for tenders for the erection of a fog alarm building at Long Point, Lake Erie.

The steam barge *Kershaw* and consort went aground on Bar Point on Friday. The *Saginaw* went down next morning to release them.

F.F. Clarke of Detroit, wheelsman on the steam barge *Companion*, fell overboard Thursday night of last week at Toledo and was drowned.

The obstruction near the Dummy light was removed on Monday by the tug *International* under the supervision of Capt. F.B. Hackett.

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October 3, 1890

Work was commenced last week in dredging out the *Boston* shoal.

The steam barge *Araxes* and consorts, wrecked at Sand Beach, have been abandoned to the insurance companies by their owners.

The steamer *Kershaw* was not on at Bar Point as reported last week. She only lay at anchor there with a broken wheel until the *Saginaw* went out and towed her to Detroit.

Capt. Falcon of Chicago has contracted to raise the *Kasota*, ore-laden, sunk in the Detroit River off the exposition dock. The price is \$25,000 and the work is to be completed by July 15th, 1891.

The ferries *Garland*, *Excelsior* and *Sappho* took 150 tons of ore off the steamer *Corono*, aground at Mamajuda light, Monday and then all three boats tugged at the stranded vessel until released.

The steamer *Alleghany* is laid up at Detroit for repairs. She recently smashed her cylinder head and met with other damage. A new engine will be put in and repairs made to her hull before she comes out again next spring.

A lightship has been placed in the river at Sarnia on what is known as the *Castalia* middle ground, Capt. Christopher C. Allen of the *Castalia* being the first to discover it by going on it. The lightship is placed there by private parties, some of the lines of big boats being interested in putting it there. Coming down, it shows a white light below and red one above. Going up it shows a white light.

An Ottawa despatch says:—"A novel point has been raised in connection with a Government contract. A few weeks ago tenders were asked for by the Marine Department for the removal of an obstruction consisting of projecting timbers or a part of a vessel lying 3¼ miles south of Point Pelee Lighthouse, Lake Erie. This was done at the request of a number of mariners, who pointed out the dangerous character of the obstruction. The contract for removal was awarded to the lowest tenderer two weeks ago, but when the contractor went to carry out the work, the obstruction was gone. Search as he would, no timbers could be found and blank astonishment prevailed in the contractor's mind. When he had recovered from his surprise, he sat down and wrote out his account, which he had forwarded to the Department. The question now to be decided is: Can the contractor legally be paid? The obstruction is gone, but he did not remove it."

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October 10, 1890

Capt. Falcon left Chicago on Wednesday with a wrecking outfit to raise the

*Kasota*, which was sunk near the Exhibition grounds of Detroit by the *City of Detroit*.

Thomas Le Gue, a Canadian Frenchman, has been arrested by the U.S. Customs authorities at St. Clair for smuggling. Le Gue for some time past has been in the habit of selling goods to vessels as they pass through the flats. His entire outfit has been seized. It is also claimed that the Frenchman has been in the habit of selling liquor to people living on the American side of the river.

The steel steamer *Mackinaw*, built by F.W. Wheeler & Co. of West Bay City, went down the river on Sunday evening. The *Mackinaw* left Bay City Saturday evening at 2 p.m. for Buffalo and reached here at 6:30 p.m. Sunday. At Buffalo she will be cut in two and the halves towed to Montreal, where they will be reunited and the steamer will proceed to New York to enter the coast trade.

About 7:30 Monday evening fire was discovered aboard the propeller *Toledo*, lying light at Detroit. Quite a portion of the steamer's upper works burned before firemen succeeded in extinguishing the blaze. The cause of the fire is unknown and the loss will probably amount to \$400 or \$500, which is covered by insurance. The *Toledo* is owned by Capt. Eber Ward and belongs to Ward's Line.

It is quite probable that a new line of steamers will be put on between Detroit, Port Huron, Sarnia and way ports. The Detroit Dry-dock Co. own a share of the *Greyhound* and it is proposed to organize a company with \$200,000 stock, purchase the *Greyhound* and build another steamer similar to the *Frank E. Kirby*. This will be good news to pleasure seekers and travellers along this favorite route.

The *McBrier* was struck fairly amidships by the *Progress* and sunk in seven minutes near St. Helena on Friday. Capt. Andrews and his crew barely escaped with their lives, losing all their effects. The collision occurred in a dense fog and both steamers misunderstood each other's signals. In a moment, however, the *Progress* crashed into the port side of the *McBrier* and kept her bow imbedded in the unfortunate craft until the crew got on to the *Lozen*, when she backed away, and the *McBrier* sunk in nineteen fathoms. She was laden with ore from Gladstone. The *Progress* was flying light for Escanaba. The *McBrier* was owned in Detroit, two-thirds by N.S. Whipple and one-third by her master, Capt. John Andrews. She was valued at \$30,000 and insured for \$28,500 in companies represented by B. Whittaker & Sons. Capt. Andrews is well-known in Amherstburg.

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October 10, 1890

Captain McCorquodale, the popular captain of the Toronto-Niagara steamer

*Cibola*, died suddenly of heart disease at Bradford, Simcoe Co., on Thursday of last week.

Capt. Fred Pabst, the millionaire brewer of Milwaukee, has had plans drawn for three magnificent steel passenger boats which, in point of speed, finish and furnishings, will equal the best of the ocean flyers. They will be of steel throughout and over 300 feet in length, with a speed of 20 miles an hour. They will have twin screws and steel watertight compartments. They will be ready for the season of 1892 and will probably run between Chicago, Milwaukee and Mackinaw. It is said the boats will be built in Detroit.

An important finding was completed on Wednesday of last week by D.J. Davison, clerk of the United States District Court, Detroit, in the claim of the owners of the *Sheffield* against the owners of the propeller *North Star*, for losses sustained in a collision. The facts may be briefly resumed as follows: On June 14th, 1889, the two steamers encountered a fog while off Whitefish Point, Lake Superior, and a collision between them occurred which resulted in the immediate sinking of the *Sheffield* in several hundred feet of water. The *Sheffield* proved to be a total loss and her owners filed a libel in the United States Court against the *North Star*, which passed through a long course of hearing before Judge Brown and resulted in a decree finding both vessels in fault and ordering that the damages be divided between their owners. Commissioner Davison heard the proofs as to the damages, which duty was devolved upon him by Judge Brown, and he has now filed his report in court. The damages allowed are the heaviest on record in any one case in the United States District Court. He awarded the value of the *Sheffield* at \$172,000, including interest; value of clothing and personal effects lost, \$1462; net earnings of the *Sheffield* for three voyages preceding the accident, \$1545.52; net earnings for the voyage on which the accident occurred, \$927.73; total damages sustained by the owners of the *Sheffield*, \$175,101.25.<sup>1</sup> The damages to the *North Star*, which include unloading a portion of the cargo at the Sault, extra laborers, jackets to stop leak, adjusting loss, repairs, etc., aggregating \$6638.05.

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October 17, 1890

Suits for \$30,000 have been commenced in Detroit by passengers of the steamer *City of Detroit* for injuries received in her collision with the *Kasota*.

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<sup>1</sup> The figures given actually add up to \$175,935.25.

The Globe Company at Cleveland successfully launched the steel steamer *Saxon* on Wednesday. It is the second of a fleet which the company is building for the Menominee Transit Company.

The steamers *Maruba*, *T.W. Palmer* and the whaleback *Colgate Hoyt* had a contest across Lake Huron. Their time from Detour to Detroit was: *Palmer*, 17 hrs. 55 min.; *Maruba*, 18 hrs. 30 min.; *Hoyt*, 19 hours.

Lake Erie did not escape the storm Monday evening. A fierce northeasterly gale prevailed during the day but late at night it changed to the northwest suddenly. A large number of vessels of all kinds sought shelter at Pigeon Bay.

The *Wyandotte Herald* says:-“The railroad steam transfer *Transport* left the Wyandotte ship-yard on Saturday, October 4th, after receiving a new steel deck and other repairs. Among the gentlemen connected with the steamer is John Griffin, a jovial, whole-souled man, who made friends with everyone he met during his stay here. Upon leaving, Mr. Griffin was presented with a framed “blue print” photograph of himself, beneath which was printed a certificate of good fellowship.”

The wind at Port Arthur blew a regular hurricane Monday and for the first day in five years the steamer *Kakabeka* was unable to make her trip to Fort William. All the houses, tools and in fact everything portable on the new breakwater was washed off and a large portion of the superstructure itself was destroyed. The men were rescued with considerable difficulty by the *Kakabeka*. It was impossible to reach the lighthouse and the lamp was not lighted.

October 24, 1890

The Canadian canals are hereafter to remain open during the whole of Sunday until the close of navigation.

The Canadian tug *Onaping* has gone to the Soo with a full wrecking outfit on board. She will remain there until navigation closes.

The lighthouse steamer *Marigold* will soon be ready to launch at the Wyandotte ship-yard. Her engines and boilers are in place and the smoke-stack up.

Capt. Irvine of the *Modjeska* of Toronto came to Amherstburg last week and took charge of the *Niagara*. The popular captain has been re-engaged for the *Modjeska* for next season.

The steam barge *M.T. Greene* arrived here on Friday to make repairs, having been run into on the starboard side by an unknown schooner in tow of a steam barge, bound down, in the passage about 7 p.m. Thursday night. She left for Tonawanda Friday night with her consorts.

Nothing has ever been heard of the schooner *Eliza*, which left Chicago for Milwaukee several months ago, and it is now conceded that she has been lost, together with Capt. Hanson and his crew, although the captain's son keeps up a continuous search for the missing vessel.

The new Canadian Pacific Railroad car ferry being built at F.W. Wheeler & Co.'s yard at Bay City, Mich., will be launched on Saturday, November 1st. When completed she will be one of the finest on the lakes. Her dimensions are as follows: Length over all, 296 feet; moulded depth, 41 feet; width, 71 feet.

It is now twelve years since a ship has left Montreal for England in ballast, but the ship *Ruby* is in that position, her agents having been unable to obtain either in Montreal or Quebec a cargo which would pay for loading and unloading. She will therefore have to go back in ballast to the British Channel, where she will load coal for the Platte River. The outlook for the Canadian shipping trade is unpromising.

Several masters report seeing the topmast of a vessel standing about forty feet above the surface of the water 70 miles below the Dummy and twelve miles off the south shore of Lake Erie. The location is abreast of Fairport. Nothing has been reported as missing lately. This mast undoubtedly belongs to the Canadian schooner loaded with baryta<sup>2</sup> from the north shore of Lake Superior, which sank in that neighborhood last summer.

Yesterday (Thursday) afternoon the tug *International*, Capt. F.B. Hackett, returned from the west side of Point Pelee, having successfully released 60 sections of a raft of elm timber lost there by the tug *W.D. Cushing* during last Saturday's blow. The raft was towed into Kingsville harbor, where it will be re-raftered and towed to Cleveland. On her way to the raft, the *International* released the schooner *Homer D. Alverson*, aground at Bar Point. The *International* will tow out the cribs to the lighthouse today.

The freight steamer *Annie Young* of the Lake Superior Transit Company, which left Port Huron about 6 o'clock Monday morning, had gotten about twenty miles up the lake when she was discovered to be on fire. Although every effort was made by the officers and crew to extinguish the fire, it spread with such rapidity that the captain ordered one of the small boats lowered, when it should become necessary to leave the boat. Against the captain's orders, twelve of the crew got into the small

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<sup>2</sup> a poisonous solid (BaO), highly reactive with water, used chiefly as a dehydrating agent and in the manufacture of glass

boat. Three of them, however, subsequently returned on board the steamer. The yawl filled as she towed alongside in the heavy sea and all of the nine men were drowned. In the meantime the flames were steadily and rapidly gaining possession of the steamer. In fighting the fire, Mate Bogan was severely burned about the face and hands. The steamer *Edward Smith*, bound up, was a few miles astern of the *Young*. When the captain of the *Smith* saw the fire, he cast off his consorts and hastened to the rescue. She arrived none too soon. It was blowing very fresh from the northeast, with a heavy sea. The *Young's* engine was still working and the boat rolling in the trough of the sea so that it was an extremely difficult matter for the *Smith* to take off the men without getting herself on fire. Finally all on board, thirteen in number, were rescued and brought back to Port Huron by the *Smith*. Capt. Miller of the *Young* immediately engaged the *Haight* and went out to the burning boat. When he reached her she was nearly burned to the water's edge and soon sank in five and a half fathoms of water. The *Young* is a total loss. None of the officers can give any account of how the fire originated. It was first seen breaking through just forward of the boiler house. The names of the men lost are:- George McManus, Port Huron; John Gallagher, residence unknown; George Conely, Collingwood; John Crosby, St. Catharines; John Donnelly, Erie; four deckhands, names unknown. The *Young* was bound from Buffalo for Gladstone with a cargo of coal and merchandise. She was built in Detroit in 1869, was 793 tons burden, owned by the Anchor Line and valued at \$30,000.

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October 31, 1890

The *International* and lighter *Endeavor* are taking stone to Colchester Lighthouse.

The *Africa* and consort *Severn* loaded with stone at the M.C.R. dock for the Sault canal this week.

For the remainder of the season the steamer *Frank E. Kirby* will leave for the islands and Sandusky Monday, Wednesday and Friday mornings, returning alternate days.

The steamer *City of Milwaukee* has made her last trip for the season on Lake Michigan and Engineer C.L. Barron will be home at Detroit from November 10th till Spring.

Water got into the hold of the steamer *Weed* through the after-ballast tank when bound down from Duluth, and when she got to Buffalo, 2000 barrels of flour had been soaked.

As the Cleveland boat was passing up on Saturday morning she raised such swells as to cause the barge *Severn* to strain on her lines to such an extent as to draw out a spile in W. Hamilton's dock, to which she was tied.

The steamer *Lakeside*, now running on the Toronto and Port Dalhousie route, will make her last trip of the season on Saturday. She will lay up at Port Dalhousie and during the winter will have 30 feet added to her length.

A report that the tug *Gladiator* had sunk in Lake Huron with all on board gained some credence in marine circles last Monday night. Inquiry of Parker & Millen, the Detroit agents, elicited the information that the tug was safe in port at St. Ignace.

Thomas Temple, captain of the Toledo yacht *Alice Enright*, was knocked overboard on Sunday night and drowned while the yacht was between the Black Can and Turtle light. Temple was well-known by yachtsmen with whom he has sailed many hard races and was considered one of the most accomplished yachtsmen on the lakes. He has sailed the *Enright* since the second year after she was launched.

The barge *Wahnapitae* in tow of the steamer *John M. Nicholls* was cast off while opposite Cleveland on Sunday night and undertook to make harbor, but owing to the high wind which prevailed she drove a helpless wreck on the breakwater. The life-saving crew went to the rescue and succeeded in saving all on the barge, except John Williamson of Algonac and Wm. Smith of Oswego, sailors. The sea is sweeping over the barge and she will probably prove a total loss.

The *Marine Record* says:-"The work of the present season in the way of new lights and dredging on the Detroit River from the City of Detroit to Lake Erie will have a great bearing on the navigation of that waterway in the future, and the lake interests have reason to thank Captain George P. McKay, Secretary of the Cleveland Vessel Owners' Association, for the zeal shown by him in pushing the different improvements. Major L. Cooper Overman has let contracts for the range lights at the head of Grosse Île and the structures will be erected by the close of the present season, although probably not in time to be of service until next spring. These ranges will take the place of the ranges now located at the Lime-Kiln Crossing on the Canadian mainland and maintained through private subscription by Duff & Gatfield. They will be located in the marshland at the head of Grosse Île and will be of triangular form, with bases of timber and upper work of iron. A.J. Dupuis of Detroit will construct the framework and the towers will be made by the Star Iron Tower Company of Fort Wayne, Ind. One of the towers will be 101 and the other 77 feet above the water surface and they will be 15,000 feet apart. The range will be different from that now in use, as the lights will be astern for vessels making the

cut while coming down the river, and ahead for vessels going up.”

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November 7, 1890

The wind attained a velocity of 52 miles an hour on Lake Erie Saturday night.

The steamer *E.S. Peass* was in on Monday for repairs and the steamers *D. Lentz* and *Robt. A. Parker* were in on Tuesday.

The new transfer boat for the C.P.R. built at Wheeler's ship-yard, Bay City, Mich., was launched on Saturday last. She was christened the *Michigan*.

The coal-laden schooner *Undine* of Hamilton was wrecked on Sunday night by striking a rocky ledge near Braddock's Point, Lake Ontario; the crew reached Charlotte after a stormy time in the yawl.

The steamer *Phillip D. Armour*, which spent a year in 70 feet of water in St. Clair River as the result of a collision, now looks slick and neat as a new pin. She left Detroit for Milwaukee on Saturday.

The steamer *Gordon Jerry* left on Wednesday for Toronto where she will be entirely overhauled and made into a light draught steamship with double decks. She will receive a new stern and bow and will be fixed up generally.

The buoys on Lake Erie and Detroit River will be taken up as soon after Nov. 10th as possible. The more important shoals will be marked by small scantling buoys. Those in the Niagara River will not be moved until endangered by ice.

The *City of Rome* took coal at Shipman's on Monday afternoon and then dropped down to the *Riverside* dock for a short time. While there, the water lowered considerably and the *City* struck on the bottom, and it required the assistance of a tug to get her away.

A steam yacht, which it is said will eclipse anything of the kind on fresh water, is to be built for J.H. Wade Jr. by the Cleveland Ship-Building Co. She will be 100 feet long, will have triple expansion engines and is guaranteed to make at least 17 miles an hour.

A heavy norther with snow blew Sunday night, and when the *Crusader* with the *Boody* and *Montmorency* arrived at East Tawas, Mich., the officers reported the loss of the *Montana* from the tow. She went ashore at Middle Island. The tug *Duncan City* was also disabled while bound for Cheboygan.

Last week Capt. Falcon, the wrecker, arrived at Detroit from Chicago, bringing with him the schooner *Morning Star*, which will soon become a familiar sight over the sunken *Kasota*. He began operations on Monday morning last and as soon as he has got out the ore, he will make an attempt to raise the vessel by the aid of a

number of airtight tanks.

The new iron steamer *S.C. Reynolds* of the Lake Erie Transportation Line, from Buffalo to Toledo with 1600 tons of coal and 400 tons of miscellaneous freight, is an almost total wreck from fire on the beach one-half mile west of Hackett's dock, Colchester. About midnight on Monday, when just abreast of the Colchester Lightship, fire was discovered between the decks and the steamer was beached. It was impossible to get at the fire and four tugs and the crew were kept hard at work endeavoring to keep the fire below the deck. There was a quantity of jute and oakum in the cargo and it was among this the fire started. The tug *International* of Amherstburg went to the scene early Tuesday morning and later on the tug *Owen* with a steam pump from Detroit passed down at 11:15; the wrecking steamer *Saginaw* also passed down and these, with the *Schenck*, were all working on the burning boat. The tug *Schenck* came to Amherstburg Tuesday afternoon to take the steam fire engine down, but as the wreck is some distance below here, the authorities would not allow it to be taken. Besides the above-mentioned tugs, the *Mystic* and *Charlton* and two steam pumps have been working steadily at the fire and filled the hold with water and got the fire under control. The framework underneath the decks is all burned away. The package freight is so damaged by fire and water that it will have to be thrown overboard. Twenty-five men went down from here yesterday morning to assist in unloading the cargo. Geo. McLeod of the Underwriters' Association, Buffalo, was in town on Wednesday on his way to the wreck. It is thought the bottom of the *Reynolds* is injured badly, as the seas were very heavy and she pounded on the rocks. She was insured for \$40,000 but policies for \$15,000 of that amount contained clauses invalidating them against loss by fire. Collector Gott issued permits to all American tugs that desired to work and also to use steam pumps in saving the steamer and securing the property. It was rumored that the tug *Owen* was to be seized for working, but such is not a fact; the *Owen* got a permit, as did all tugs applying at the Customs House. It was a matter of saving property, and Collector Gott will in this case be credited with showing good judgment in acting so promptly and thus enabling them to save \$250,000 worth of property.

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November 14, 1890

About 15,000 tons of C.P.R. coal have been burned at Fort William and the pile is still burning.

The schooner *Lillie Amniot* was run into by the schooner *Miner* while sailing

into Menominee harbor on Thursday of last week. Capt. Brown of the *Amniot* was thrown overboard by the collision and drowned.

While crossing the straits of Mackinaw on Thursday of last week, Capt. Wm. Ravier of the steamer *Gazelle* slipped off the steps leading to the pilot house and fell overboard. He was drowned and his body has not yet been recovered.

The schooner *Ocean Wave* was found capsized on Monday afternoon twelve miles out on the lake, due south of Cobourg. The yawl was fast to the schooner. The crew is supposed to have perished. She was loaded with lumber consigned to an Oswego firm. The *Ocean Wave* was owned by the captain, John Brockenshire of Cobourg, and Mate Wm. Martin of Port Hope.

The steam barge *Bruno* has been wrecked some distance from Algoma Mills. Both she and her consort, the *Louisa*, a three-masted schooner, are owned by Capt. George P. Magann of Toronto and are both ashore upon Magnetic Reef, between Cockburn and Manitoulin Islands, and are total wrecks. The vessels, which were loaded with coal for Toronto, were driven ashore in a heavy gale and snowstorm. Notices of their abandonment have been handed over to the insurance companies.

The steamer *S.C. Reynolds*, which was run on Baldwin's Point, near Colchester Reef, arrived at Toledo on Friday. After the fire in the jute in her hold had been extinguished, the steam sand barge *Companion* pumped the water into the hold and took out about 400 tons of coal which was in the hold. She was released by the tug *S.C. Schenck* at 9:15 Thursday night and arrived at Toledo without assistance. The badly burned jute was thrown overboard and the remainder brought here by the tug *Saginaw*. The *Reynolds* is apparently but little damaged and will not at present be put on dry-dock. Her deck amidships is warped a little. Her machinery is not damaged. The principal loss will be for wrecking and on the cargo, which cannot as yet be ascertained. The water bottom pumps were worked all the way to Toledo, yet it does not seem that her main bottom is much damaged. The steam sand barge *Companion* has arrived with coal taken from the *Reynolds*.

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November 21, 1890

The New York State canals are to be closed at midnight on November 30th.

The steamer *Metropolis* has laid up and will be rebuilt by Wheeler of Bay City from her main deck up.

The new vessel *Marigold*, built for the United States Government, was launched at Wyandotte on Saturday.

James Belo, a sailor on the schooner *Selkirk*, fell overboard and was drowned

near Poverty Island, Lake Michigan, on Friday evening last.

Capt. John Torrents of the schooner *Ida Jane* fell between his vessel and a scow at Manistee Thursday night of last week and was crushed to death.

The steamer *S.C. Reynolds*, in whose hold jute was afire for 48 hours at Baldwin's Point, near Colchester, left Toledo on Friday with a cargo of general merchandise for Buffalo. She shows but little evidence of the intense fire that raged in her.

Capt. Alfred Mitchell of the steamer *Edwin Smith* was presented with a gold watch and chain and a set of engrossed resolutions at Buffalo last Friday night by the manager of the Anchor Line for his bravery in saving the lives of 13 of the crew of the *Annie Young*, which burned off Lexington Oct. 20th.

Fully 10,000 people witnessed the launching of the two whalebacks at West Superior Friday. No. 108 was named the *James L. Colby* in honor of the vice-president of the American Steel Barge Company. She is 265 feet long, 30 feet beam and 22 feet moulded depth; she will carry 3000 net tons, will make 14 miles an hour loaded and 18 miles light. During the launch three children were drowned in an adjoining slip.

The steamer *Manchester* answered a signal of distress from the steamer *Nevada* about 20 miles northeast of Two Rivers on Saturday morning and found her in a badly leaking condition; the crew was taken off and then the *Nevada* sunk out of sight. She was valued at \$55,000, insured for \$50,000 and is a total loss; she was owned by Capt. Landgraff of Sandusky, who commanded her, and was bound from Sandusky to Sheboygan with a cargo of coal.

The work of pumping out the ore from the sunken *Kasota* is progressing favorably. About 300 tons of ore have been raised. The work is done with a Falcon pump. The wrecking boat *Morning Star* of Chicago is used for the work and Capt. Falcon is in charge. The pump brings up pieces of ore weighing upwards of 20 pounds. The *Kasota* was not cut entirely in two, as was generally understood. One side is intact, the injury consisting of a hole 20x10 feet in her port side. After the ore is removed, the vessel will be raised by means of oak casks.

The Detroit Dry-dock Company has just let the contract for the construction of a new dry-dock, which will be the finest and largest on the Great Lakes, with all the latest appliances in a work of this sort. It will be 400 feet long, 52 feet wide at bottom and 94 on the water line, with 16 feet of water over the keel blocks at the lowest level in the water. The location selected is at the foot of Orleans Street, diagonally across the present large dock, with gate below and head above the

present ones. A.J. Dupuis is the contractor. The dock will be of wood, with caisson steel gate of the full width as designed by Frank E. Kirby. The pumps will be of the very latest pattern and will have a capacity of 35,000 gallons per minute. It is expected that the dock will be completed for the early spring business.

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*November 28, 1890*

It is reported that the Detroit & Cleveland Steam Navigation Company will endeavor to keep their steamers in service all winter.

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*December 5, 1890*

Frank Hackett of the *V. Swain*; Joseph Webb of the *Hesper*; Henry Bellecore, Joseph Duncanson and Lewis Girardin of the *R.J. Hackett*; and John Underwood, Philo Smith and Thomas Harris returned home this week for the winter.

The *City of Detroit* was withdrawn from the Cleveland route on Monday. The *City of Cleveland* will hereafter perform the entire service, leaving Detroit every Tuesday, Thursday and Saturday nights at 11 o'clock. She will run until the ice prevents.

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*December 19, 1890*

Gen. Poe's report on his survey of the American Channel of Detroit River fronting the towns of Springwells, Ecorse, Monguagon and Brownstown has been presented to Congress. Before proceeding with his report, Gen. Poe invites attention to the fact that the United States Government has never admitted that the present improved channel at Lime-Kiln Crossing is in Canadian waters, although its outlet between Bois Blanc Island and the Canadian shore is undoubtedly in Canadian waters. The survey covered about twenty-two miles of river and lake and he says the entire route is covered by charts of the lake survey in sufficient detail to supply all the data necessary for the preparation of this report. The portion extending from the western boundary of the City of Detroit to Trenton already has a depth of twenty feet, and only requires some improvement on the northwestern side of Grosse Isle to render the change in direction at that point less abrupt. Therefore the inquiry and estimates can be limited to from Trenton to the twenty-foot curve in Lake Erie. This portion has a navigable depth of twelve feet through a channel crooked enough to require careful navigation, but most of it has a considerably greater depth than 12 feet. The commerce using the channel between Trenton and Lake Erie is comparatively insignificant. It is almost wholly confined

to local business and for this the present channel is insufficient. The main channel is so much deeper, wider and more direct that through commerce will always pass that way, notwithstanding any improvements that may be made of the so-called American Channel. The element of cost enters so largely into the question whether a river or harbor is worthy of improvement that no discussion can be complete without it. An approximate estimate of the cost of a channel 300 feet wide and twenty feet deep amounts to about \$3,000,000. If no other channel existed, there could be no question as to whether the channel would be worthy of improvement by the general government, even at a many times greater cost than this estimate. The commerce using the present improved channel has at this time a volume of about 22,000,000 tons per year. But the commerce using the channel to which this inquiry relates, or which would use it if improved, is very small in comparison. After giving the subject as careful consideration as I am capable of, I am forced to the conclusion that the expenditure of a large sum to give the channel the capacity contemplated by the Act would not be warranted under the conditions now existing. I reach the conclusion with great reluctance, but without doubt as to its correctness and with a perfect willingness to change whenever the volume of commerce becomes so great that it cannot readily pass through the channel now in use or the proposed deepening to 20 feet shall have been completed at other points of greater importance. For the present, then, I report that in my opinion this channel is not worthy of improvement by the general government.

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**1891**

*March 6, 1891*

**THE STEAMER MARIGOLD.-Final Trial Trip of the Steamer Made Saturday.**-The trial trip of the new U.S. lighthouse tender *Marigold* was made last Saturday. She came down the river from Detroit by way of the Canadian channel into Lake Erie. She was then taken about eight miles into the lake, when she turned about and headed for Detroit. On the return trip a short stop was made at Amherstburg, where a large number of people inspected her. From there the vessel proceeded up the river. The *Marigold* was built by the Detroit Dry-dock Company for the United States Lighthouse Service at the company's Wyandotte yard. She is a beautiful craft of the style of a steam yacht, full schooner-rigged for sailing

exigencies. She is 159½ feet long and 27 feet beam. The hold is 12 feet 4 inches deep and is divided into eight water-tight compartments. The *Marigold* in commission will draw 9 feet 6 inches of water. Her engines are of the triple expansion pattern and were built by the Detroit Dry-dock Company. The cylinders are of 24-inch stroke and are 14½, 22 and 36 inches respectively in diameter. The engines are run at 150 pounds steam pressure, furnished by two cylindrical boilers 10 feet 6 inches by 10 feet 10 inches. The cabins and interior finish of the boat are of ash, cherry and black walnut. The entire forward deck is clear and furnished with a steam-power derrick for the placing of buoys and other work for which the vessel was designed. The test of the boat Saturday was eminently satisfactory. She developed a speed of fourteen miles, running through ice of from two to four inches in thickness. Her boiler furnished steam power of 150 pounds to the inch. The engine succeeded in making 152 strokes to the minute. The party on board consisted of Commander Oscar F. Heyerman, U.S.N.; Capt. Geo. Scott, U.S.N.; Capt. W.M. Daly, Henry Rainey, Capt. F.H. Danger, G.N. McMillan, Charles C. Poe, Harold D. McMillan, H.W. Dyer and Maurice McMillan. The boat was commanded by Capt. F.H. Danger. During the trip an elegant repast was served to those on board.

At the conclusion of the trip the boat was formally accepted by Commander Oscar F. Heyerman on behalf of the United States Navy from G.N. McMillan, secretary of the Detroit Dry-dock Company. The contract price for building the boat was \$77,000. She will be furnished immediately and will be put into service as supply ship to the U.S. lighthouses in the eleventh district, taking the place of the *Warrington*, which has grown old in the service.

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*March 13, 1891*

The new upper cabins on the steamer *Telegram* give her a very handsome appearance.

The steamer *Kathleen*, built for service on the Rideau, has been sold for \$10,500 to a company to be used on Georgian Bay.

The tug *Gladiator* of Detroit has been sold by George Elsey Jr. to John Greenslade, both of Detroit; consideration, \$12,500.

At East Saginaw Carkin, Stickney & Cram are building the largest dredge on fresh water, 110 34 [sic] by 9. She is to be a rock digger with four yard dipper capacity.

It looks as if the steamers *City of Detroit-Kasota* collision case would be settled

without a lawsuit. For some time it has been stated that negotiations for a settlement were pending and now it is learned that all but one or two intercatated [sic] parties have signed an agreement, though it is not known just what the owner of the *Kasota* is to receive for the injury to his boat. It is a very unusual thing to settle such a case, and if this is done it ought to be handed down as a wonder.

The Lake Seamen's Association has decided to affiliate with the International Union. This is in the direction of centralization of all the seamen's unions in the world. The Lake Association includes 136 local bodies in the United States and Canada. Headquarters are located in Chicago. The president of each union is a paid officer whose duty it is to look after the interests of all sailors who enter the port in which he resides. At the next convention changes in the maritime laws of the United States and Canada will come up. Amendments to the laws providing for properly qualified seamen and regulations regarding the "load line" will also be proposed.

Mr. Ross, the old reliable weather authority of Sailors' Encampment, was at Sault Ste. Marie last week. Mr. Ross, whose dock and place are known to every sailor, says that he has not seen the ice as thin as it is this year for many winters. He says the passage through the ice in Mud Lake can be forced before April 10th if the vesselmen so desire. The oldtimers, who usually predict within a day or two of the opening of navigation, can never be persuaded to venture an opinion before March, but when they do they seldom are over a day or two off. Mark April 10th on the wall and see how far you are off. Capt. Sam Bernier of Life-Saving Station No. 9 arrived down the first of the week and reports no ice at Whitefish Point or in that vicinity. He says if vessels want to reach Lake Superior they will be able to do so early in April.

A meeting of the Cleveland Vessel Owners' Association was to have been held this week and three or four questions of interest to owners all over the lakes were discussed. Local vesselmen have been discussing for several months the advisability of holding their boats until May 15th. Several unsuccessful attempts have been made in times past to hold vessels. It is thought that it is possible to bind the members of the Association to an agreement to hold their boats, and the question will be considered at the meeting. The Buffalo owners have been thinking seriously of the same matter and have suggested that a convention of owners from all lake ports be held in Cleveland to take action, not only on that subject but upon the question of securing lower insurance rates and better dispatch in loading and

unloading coal cargoes. The Association will consider the advisability of calling such a convention. In addition to this, wages for the first two or three months of the season will be fixed.

It costs about \$40,000 annually to fit out the fine steamers owned by the Detroit & Cleveland Navigation Company. No allowance is made for depreciation, as all of the boats are either constructed entirely of steel or belong to the composite type. Manager Carter says the *City of Detroit* ought to last a century. The total investment in the five boats is \$1,150,000. The capital stock is \$800,000, of which a controlling share is owned by President James McMillan and Treasurer Hugh McMillan and their associates. The steamers are valued as follows: *City of Cleveland*, \$300,000; *City of Detroit* (new), \$350,000; *City of Detroit* (old), \$175,000; *City of Alpena*, \$170,000; *City of Mackinaw*, \$155,000. The salary of the captains is \$1500; pilots, \$1000; engineers, \$1200. The yearly expenses of operating the line are in round numbers \$400,000, of which about half goes to pay the 350 employees their salaries and wages. The other half is expended as follows: Fuel, \$60,000; outfit, \$40,000; food and stewards' supplies, \$35,000; rents of terminal facilities, advertising, postage, etc., \$65,000. The profits of the line are by no means an open secret, but it is hinted that they rarely fall below 25 per cent on the \$1,150,000 invested.

Capt. Clinton of Windsor, who died last week, was a pioneer in the ferry business on the Detroit River, beginning to ferry passengers across the river in a dug-out more than forty years ago. Before he was 21 he held a sailing master's license and was captain of the old side-wheel ferry *Argo*. He was first to evolve a plan for a boat to traverse the river in the ice. He reasoned that a boat could be controlled with a rudder hung below the ice, and he made this submerged rudder a feature of his model. The hull had a spoon-shaped bow to allow the boat to break the ice, not by cutting into it but by gliding up on the surface and crushing it. In 1872 he laid down the timber in the Detroit Dry-dock yard for the ferry *Victoria* on the lines of his new model. The *Victoria* was launched in mid-winter and more than fulfilled the sanguine hopes of her designer. With the river filled with ice, she made the crossing from Windsor to Detroit in six minutes, while the *Union*, the best ferry on the river up to that time, required thirty minutes to cross. Capt. Clinton was in the employ of the railway companies running transfer boats until the organization of the Detroit, Belle Isle & Windsor Ferry Company, when he transferred all his interest to that company, and has ever since been a member of the board of directors. Two years ago he was made general manager.

March 13, 1891

The steamer *Eighth Ohio*, lying in Robinet's canal, Sandwich, was burned to the water's edge between one and two o'clock Sunday morning. The fire is supposed to have been the work of an incendiary. The boat was owned by Capt. Frank Daly of Buffalo and was insured for \$5000. She was a very old craft and plied between Brighton Beach and Detroit last summer. She had recently become the subject of a number of lawsuits, one suit against her owner having been brought for breach of contract.

Geo. Elsey Jr., the well-known tug manager, and Jos. King have entered into partnership for the purpose of conducting a general towing and wrecking business and fire and marine insurance agency at Detroit. They have the management of J. and T. Charlton's line of steam tugs *Balize*, *Onaping* and *Charlton*; also their own tug *Gladiator*. These tugs will also be equipped with complete wrecking outfits. The *Onaping* and *Charlton* being Canadian boats enables them to do wrecking in Canadian waters.

The sundry civil appropriation bill contains a provision for 15 gas buoys to cost \$2000 each. Congressman Burton has the assurance of the officers of the Lighthouse Board that five of the buoys will be given to the lakes. They will in all probability be ready for service during the coming season, and if their distribution will be in accordance with the plans of the vessel owners, they will be located as follows: Ballard's Reef, Detroit River between Lime-Kilns and Grosse Isle ranges; one each on Harlem and Corsica shoals, lower end of Lake Huron; Graham's Shoal, near Old Mackinaw, to replace bell buoy which generally rings when it is not wanted; Poe's Reef, abreast of Cheboygan.

The *Cleveland Herald* says of the iron ore trade:—"Signs of an awakening from its sluggish winter torpor are appearing in the iron ore market. Inquiries are beginning to be made. They are as yet only ripples in the dead sea level, but they indicate that some life will appear a few weeks later. Everybody concerned in the business is doing some tall figuring. It is generally conceded that the ore movement this year will be considerably below that of last year. It is generally conceded also that prices will be lower than last year. And what that basis will be is the problem that ore people and the furnacemen are now endeavouring to ascertain. The cost of mining will be reduced. The cost of rail freights to the lakes will be reduced, the percentage of profits to the mine owners will probably be reduced, and the lake charters will be lower than last year. Consequently, the furnacemen have every

assurance that ore will be lower than a year ago. Prices have not yet been established."

**A New Allan Liner.-S.S. "Mongolian".**-The already large and well-appointed fleet of the Allan Line has just received the valuable addition of a steel screw steamer named the "Mongolian". The vessel is 400 feet long, 45 feet beam, 33 feet 6 inches in depth, with a gross tonnage of 4750 tons. For the accommodation of first-class passengers there is a handsome dining saloon on the promenade deck amidships, tastefully decorated and panelled in solid oak; the upholstery is in fine Utrecht velvet. Off this saloon is a smaller one set apart for the use of ladies. The main saloon is lighted from above by a well through the music saloon. Aft of the dining saloon are the staterooms. These are of large size and contain every recognized convenience for the comfort of passengers. The saloons and staterooms are fitted with the electric light. The heating is done by means of steam pipes. A combined hand and steam steering gear is fitted in the poop with connections led to the controlling wheel on the bridge. The vessel has been fitted with every modern improvement for the rapid working of the cargo, making her one of the most completely equipped cargo carriers afloat. She is fitted with triple expansion engines.

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March 20, 1891

The improvement in the iron ore market is still too slight to notice.

The steamer *Glengarry*, owned by the Montreal Transportation Company, is being thoroughly overhauled at the company's yard, Kingston.

Detroit papers say there is no inducement for vessel owners to begin the season early this year as freights are going to be very poor both ways and traffic on the waterways not as profitable by far as in former years.

Buffalo vessel owners Tuesday, at a largely attended meeting and after a prolonged discussion, resolved to accept the recommendations of the Cleveland Vessel Owners' Association that the season of navigation for the larger class of vessels be not opened before May 15th. Signatures are to be obtained to an agreement to this effect.

A meeting of the Detroit vessel owners has been called for today (Friday) at which a proposition to start no vessels before May 15th will be discussed. Agreements have been sent around from Cleveland and largely signed, by which vessel owners bind themselves to delay operations until the above date, provided a certain tonnage on the lakes will do the same thing.

"It looks," says the *Buffalo Courier*, "as if the Union Line steamers *Avon* and *Portage* would not be put in commission at the beginning of the season. Manager Bullard probably believes that the *Owego*, *Chemung*, *Tioga*, *Jewett*, *Rochester* and *New York* can take care of all the business that will be offered. Should prospects improve, the other two can be brought out. As far as known, no work has yet been laid out for the passenger steamer *Nyack*. It is understood that Capt. Henry, general manager of the Lehigh Valley Line, has some intention of running only its steel steamers at the outset, leaving its six wooden boats to await a betterment of the trade. Other line managers may take similar action."

The construction of a canal across the lower peninsula of Michigan has long been the favorite dream of certain visionaries, but it has rarely found any practical championship. The plan in the past has contemplated a cut from Lake Erie to Lake Michigan whereby navigators could escape the shallows of Lake St. Clair and the storms of Saginaw Bay and the Straits. Now a new scheme has been sprung which contemplates making the eastern terminus in Saginaw Bay instead of Lake Erie. Bad as the original project was, this is infinitely worse, for it still leaves the shipping making use of the canal to all the worst of the inconveniences and perils of the present waterway between Lake Erie and Chicago.

The Cleveland Vessel Owners have resolved to make numerous and important changes in the wages of employees. The following shows their wages at the opening of navigation last year and the schedule adopted for this year:-

|                  | ON STEAMERS   |               |
|------------------|---------------|---------------|
|                  | May 1891.     | May 1890.     |
| First Engineers  | \$90 to \$100 | \$95 to \$115 |
| Second engineers | 55 to 65      | 65 to 75      |
| First mates      | 60 to 70      | 65 to 80      |
| Second mates     | 40 to 50      | 45 to 60      |
| Cooks            | 40 to 50      | 45 to 55      |
| Helpers          | 10 to 15      | 10 to 15      |
| Firemen          | 25 to 30      | 30 to 35      |
| Wheelmen         | 25 to 30      | 30 to 35      |
| Lookout          | 20 to 25      | 30 to 35      |
| Deckhands        | 15            | 15            |
| Oilers           | 25 to 30      | 30 to 40      |

ON CONSORTS AND SAIL.

|              |              |            |
|--------------|--------------|------------|
| First mates  | \$45 to \$55 | \$50 to 65 |
| Second mates | 30 to 40     | 35 to 45   |
| Cooks        | 20 to 30     | 30 to 35   |
| Seamen       | 15 to 30     | 30 to 35   |
| Boy          | 15           | 15         |

According to the *Cleveland Leader*, vessel owners and their employees, with the exception of captains, are preparing for a contest over wages. The schedule of wages adopted is unsatisfactory all around. The engineers will likely strike, while the sailors are no more pleased than the engineers. The question of lower wages has been discussed several times in the meetings of the Excelsior Marine Benevolent Association, the lake captain's organization. The captains expected a reduction, being almost unanimous in the opinion that the owners would find it necessary to reduce their salaries.

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March 20, 1891

It is reported that the steel steamer *Mackinaw*, built by Wheeler & Co. and running into New York, can carry more freight than any other boat of her size on the Atlantic Ocean and that she has served to open the eyes of some of the old ship-builders on the seaboard, who thought it impossible to build a successful ocean steamer on the Great Lakes.

Capt. S.B. Grummond has purchased from Capt. Pridgeon the tugs *Sweepstakes* and *Crusader*. This makes nine large tugs in all owned by Capt. Grummond. The *Sweepstakes* and *Crusader* are among the most powerful on the lakes and are in excellent condition, both as to hull and machinery. They will be painted white to correspond with the other tugs of the Grummond Line.

Frank E. Kirby of the Detroit Dry-dock Company is said to have designed another passenger boat to be built next fall for Detroit River service. She will be 165 feet long with 35 feet beam and of very light draft. It is expected she will attain a speed of twenty miles an hour. Boilers and engines will be below the main deck, allowing additional space for freight. Two cabins above will have five feet of clear deck on either side. The hull will have flaring guards.

The two McDougall steamers which are to be sent to salt water will probably leave about the middle of June. If a cargo of wheat or flour can be obtained for one, she will be sent first to England and from there to Puget Sound. The other steamer will go direct to the Sound. This steamer will carry spars and a little canvass so they

can be used in case of accident to the engines. Capt. McDougall's idea is not to place the spars in her while she is in the ship-yard, but to store them in the vessel's hold and fix the deck so that they can easily be placed in position.

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March 27, 1891

The bore of the high-pressure cylinder of the steamer *John Oades* is being reduced two inches by the bushing process.

The steamer *Olympia* is being loaded with coal at Cleveland but is not to clear until May 15th. She goes to the head of Lake Superior at a rate supposed to be 50 cents.

Two additional steel steamers are to be built for the lake service of the Canadian Pacific Railway, and F.W. Wheeler of Bay City, Mich., is making a strong effort to secure the contract.

It looks as if the weather would keep vessels in port till May 1st anyway. The ice in the straits is quite solid. On Mud Lake, Sault River, the ice is said to be heavier than usual - at least 20 inches thick and solid. What vessel owners want is cold weather - not signatures to a holdback agreement.

A lot of sea captains had a feed at Bay City and some joker put leather sandwiches in place of the regular ones. The old sea dogs shivered their timbers, hove hard to, took a reef in the proceedings, and went after the joker with an axe. They had, however, eaten most of the nice tender leather before the joke was discovered.

"Sockless" Simpson, the new independent and anti-protection Congressman from Kansas, was but a few years ago a sailorman who sailed out of Buffalo in command of the barge *Rutter*. He was then known as "Barefooted Jerry". His dislike to stockings is not a peculiarity put on for electioneering effect among the farmers of Kansas, but a habit of his life on the lakes.

At Detroit on Thursday of last week, Judge Sage entered a final decree sustaining the report of Commissioner Davison of damage arising out of the collision between the schooner *Merrick* and the steamer *Ranney* on Lake Huron about two years ago.<sup>3</sup> This is the last of a case which calls to mind one of the many tragedies of the lakes in which five sailors went down with their vessel and their bodies have never come to the surface.

<sup>3</sup> See Vol. III(2), May 24, 1889

At Detroit, when the briefs in the case of the yacht *Leila* against the tug *Onaping* were submitted, Judge Hammond sat down somewhat hard on the attorneys for the Grosse Pointe Navigation Company, owners of the *Leila*, and W.K. Muir, president of the company. Judge Hammond said he had learned that the company was in possession of evidence to show that the captain of the *Onaping* was intoxicated at the time of the collision and unable to navigate his boat properly, but that the captain went to Mr. Muir with the story that if this testimony came out it would prevent him from getting another boat the next season. Mr. Muir, it was said, then directed that the evidence be not brought out, though affidavits were filed showing that the captain was incompetent on the day of the collision. The Judge denounced this action of Mr. Muir and said that, while he was inclined to decide in favor of the libellants, the owners of the *Leila*, on account of the intoxication of the captain of the *Onaping*, he ought to hold the other way so that the loss would fall on Mr. Muir. But this would not be fair to the other stockholders on whom the loss would fall. He would, therefore, take a few more days to consider the matter.<sup>4</sup>

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March 27, 1891

The stage of water at Sault Ste. Marie is four inches lower than at this time last year.

The steamer *Pearl* has been sold to Buffalo parties for \$16,000. She will be used in the excursion business.

Judge Hammond in the U.S. Court, Detroit, decides that the yacht *Leila* was to blame in the *Onaping* collision and must stand the loss.

Last year the Canadian Government expended in improving the Cornwall Canal the sum of \$365,038, and on the Sault Ste. Marie \$176,760.

Detroit vessel owners have signed the agreement to hold back their crafts until May 15th, on the condition that 80 per cent of the lake tonnage engaged in the ore, grain and coal trade shall be so bound.

The dredge "[*Wild*] *Irishman*" at Dunbar's ship-yard is receiving new anchor slides and will be generally overhauled throughout. Her machinery will also be completely overhauled. The whole fleet - the dredges "*Irishman*" and "*Killarney*" and steam drill - will be repainted thoroughly. The dredges will go to Hay Lake as soon as navigation opens.

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<sup>4</sup> See Vol. III(2), June 20, 1898

The iron steamer *Scotia* has been receiving extensive repairs at the M.C.R. docks during the winter. Fred Campbell has planked her hull from the watermark up with oak plank 1½ inches thick by 4 inches wide. This will give her 30 inches more beam, which will enable her to be handled easier in the seas. A new Detroit-three-bucket-patent wheel will be put on and she will be painted throughout and will be used on Lake Erie and the Detroit River.

A mass meeting of the Lake Seamen's Benevolent Association was held at Chicago Tuesday night at Seamen's Hall. Some 350 seamen were present. Several speakers urged the necessity of forming a general alliance with all organizations whose members are connected with the shipping interests of the lakes. With this end in view, a marine council will meet Sunday, March 29th. Delegates will attend from the coal heavers', ore trimmers', grain trimmers' and lumber shovers' unions. The members of the Association are unanimous in demanding a uniform increase in wages to \$2 per day upon the opening of navigation. If this is not conceded, the seamen are preparing to enforce their demands by a general strike.

The leak at the cofferdam at the new U.S. Soo Canal has increased so that the whole structure, which cost the Government \$250,000, is in danger, despite the efforts to stop the high water. It is now pouring through a twenty-foot hole, the opening being twice as large as it was Friday. The whole lock pit, which is 30 feet deep, is filled and water is pouring over the sides of the cofferdams. Collins & Farwell's \$50,000 plant is buried in 30 feet of water. The pump houses are filled with water and the fires out. The break in the dam will delay the work on the excavation of the new lock three months at least and delay the commencement of the stonework. About 500 bags of clay and several loads of bailed hay were thrown into the leak this morning, but it was carried through like a feather. Gen. Poe of Detroit arrived Saturday. If the leak is not stopped immediately the whole cofferdam is in danger and if it should break there would be no more work on the new Soo Canal for another year. A pile driver is at work placing sheet piling on the inside to hold solid material that is being packed in the cofferdam.

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April 3, 1891

**THE CITY OF DETROIT SUNK.-The Dougall Rock, above Amherstburg, was the Cause of the Trouble.-Had 70 Passengers on Board.-There was a short-lived Panic and no Danger.-**The steamer *City of Detroit*, bound down, struck on the Dougall Rock just opposite G.W. Van Dyke's residence above the Lime-Kiln Crossing near here at 12:30 o'clock Monday night and stove a hole in her. The

steamer was immediately run ashore near the Michigan Central Railway slip, where her bow sunk in 20 feet of water. The water put out the fires and it was impossible to use the steam pumps to relieve the steamer. She was afloat aft, but her bow was on the bottom about 50 feet below the Michigan Central slip in 20 feet of water. This left everything above the lower deck line out of water and her load of freight was not injured. The dining room furnishings, the electric light apparatus and much of the machinery are all located below the lower deck and were submerged. Everybody was asleep at the time but in a moment all was confusion. The force of the collision awakened every person on board. It was an awful night for such a catastrophe. The rain was falling in sheets and the passengers, clad only in their night robes, were drenched the moment they left the cabins. The wind blew and the rain was bitterly cold. In about a minute after the steamer struck, the electric light went out and the boat was left in darkness. A rush was made by the passengers for the boats, who cut them away from the davits. But meantime Capt. McLaughlin was among them and succeeded in quieting their fears, giving every assurance of their perfect safety. All who were on board testify to the coolness and bravery of the captain and his complete success in quieting the frightened people in a very short time. The hole was on the port side and the vessel listed badly, but the crew were all set to work at the pumps and in a little while the vessel righted. The night was intensely dark, it was raining hard and the buoys which usually mark the channel at this point have not yet been placed. Under these circumstances the *City* ran out of [her] course considerably and struck a rock. The steamer ran clean over the obstruction and her bottom was torn and pierced in the three forward compartments, allowing the water to pour in very rapidly. As soon as the injury was perceptible to the officers, she was turned toward the Canada shore and when within 150 feet of it she touched bottom. When the boat struck the solid Canadian soil the passengers gradually calmed down and the panic subsided. The passengers remained on board until 7:15 o'clock when the steamer *Riverside* took them off. Some of the passengers got off at Wyandotte and took the train there for Cleveland, but most of them returned to Detroit. About 4 o'clock an officer of the steamer came to Amherstburg and communicated with General Manager Carter of Detroit. The *City of Cleveland* arrived down at noon on Tuesday with steam pumps, Diver Quinn and the head men of the company, including General Manager Carter and Capt. J.W. Millen, Frank E. Kirby and Mayor Kirby of Wyandotte on board. She reported here at one o'clock and received permission from Collector Gott to put pumps on board and take off the cargo, which was transferred and taken to

Cleveland on Tuesday night by the steamer *City of Cleveland*. The tug *International* was also engaged to assist. Capt. D.A. McLachlin, who commands the *City of Detroit*, has sailed this route over 41 years and this is the first time his steamer has ever struck a rock.

It will take several days to release the *City* from her present position and then there will be a further delay because of the fact that the Springwells Dry-dock, the only one large enough to admit the *City*, is now occupied by another boat. It will take a month or more, Mr. Kirby says, to put the boat in commission. The damage is estimated at \$10,000. Some of the deckhands had a narrow escape from drowning when the accident occurred. The water rushed in so fast that the men who were sleeping in their bunks did not know which way to run and their shipmates on watch had to go down and drag them out.

The pilot explains the manner in which the accident occurred as follows: There was a tremendous squall on, but they managed to see the lights on Grassy Isle and Mamajuda all right, but as there was a tremendous fall of rain and sleet and a heavy wind striking the boat on her beam, she kept away eastward to make sure of clearing Ballard's Reef on which the private lights have not been established. In doing this, they got farther eastward than intended, owing to the darkness, and just as the captain remarked to him that he thought the boat was too far eastward and he ordered her to bear up a quarterpoint, she struck. There was nothing to do but make the turn, as there was no possible chance of anchoring in the channel. After the shock the boat was sent ahead as fast as possible and kept going in hope of reaching the dock before the fires went out, but she settled by the bows on an even keel within 150 feet of the ferry slip.

The steamship *Minnesota* about 40 years ago ran on Dougall Rock and broke in two.

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*April 3, 1891*

The Lake Michigan vessel owners are preparing to fight the Seamen's Union.

The steamer *City of Cleveland* took her place on the Cleveland route Tuesday night.

Grummond's Mackinac Line steamers *Atlantic* and *Flora* are being fitted out and the first departure for up-lake ports will be on April 14th.

Ice permitting, the steamer *Idlewild* will leave Detroit on her first trip for Port Huron and way points tomorrow (Saturday) at 9 o'clock in the morning and every weekday thereafter at 3:30 p.m.

The steamer *City of Chatham* is expected down from Chatham the latter part of this week. She has been completely overhauled and put in first-class shape for the season's work. Her bi-weekly excursions to Chatham are becoming more popular every year.

The steamer *Lakeside*, Capt. Wigle, has undergone several changes during the past winter and goes into commission this spring in better shape than ever. She has proved a winner on the St. Catharines and Toronto route and will continue to be the favorite.

Lighthouse Inspector Commander Heyerman issues a notice to mariners that from and after March 30th the wreck of the steamer *Kasota*, in the Detroit River half-mile below the mouth of the River Rouge and 1650 feet from the American shore, forming an obstruction to navigation, will be marked by a lens lantern showing a white light, visible all round the horizon from a pole about twelve feet in height.

During the coming navigation season a red pennant with a white figure upon it will be seen flying at the bow of many a vessel. It will mean that the vessel's captain is a member of the Excelsior Marine Benevolent Association and the figure on the flag will tell every other member of the Association just who the captain is. The Association has a membership of over 600. The Association does not aim to raise wages, but to improve its members, create brotherly feeling and to care for the sick and the dead. In Cleveland the vessel owners donated a fine hall where the members meet during the winter and discuss questions of navigation.

James H. Reid, chief engineer of the steamer *City of Cleveland*, died suddenly of heart disease at his home at 31 Sibley Street at 3 o'clock Tuesday morning. He was on duty Monday and apparently as well as usual. The attack was without warning and he died before a physician arrived. He was 60 years of age and had been in the employ of the Detroit & Cleveland Steam Navigation Company for over 20 years and was considered one of the best engineers on the lakes. He was a married man and the father of several children. The first General Manager Carter knew of his death was when he went to his residence on Tuesday morning to get him to go to the sunken *City of Detroit*.

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April 3, 1891

The Dummy lighthouse on Pelee Island is lighted every night.

The Dominion Government has taken time by the forelock and doubtless gratified the Canadian forwarding interest by passing at this early stage the usual

Order-in-Council reducing the tolls on wheat and other cereals passing through the Welland and St. Lawrence Canals to Montreal or ports east at 2 cents per ton. The order covers the coming season of navigation only and the concession applies to United States as well as to Canadian bottoms.

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April 10, 1891

The steamer *Telegram* passed down on Monday to run between Pelee Island and Sandusky.

Navigation is open at Kingston and ferry steamers are making regular trips from the city to the islands and Cape Vincent.

The funeral of the late James H. Reid, chief engineer of the Detroit & Cleveland Steam Navigation Company, took place Thursday of last week and was largely attended. The floral tributes were numerous and emblematic of the Masonic Order, of which he was a member.

Capt. Gaskin of Kingston, manager of the Montreal Transportation Company and one of the largest handlers of grain in Canada says that the outlook this spring for the lake trade is very blue. Owing to the reports last fall of frost in the Northwest wheat, not much of it was stored, but it was kept moving eastward in cars. Therefore there is very little now to come down by vessel. They did not expect to do much until after next harvest.

After several unsuccessful attempts to organize a branch of the Marine Benevolent Association in Detroit, the object has finally been accomplished. The society is made up entirely of vessel captains who carry United States certificates and the Detroit branch starts out with 43 members. Geo. McCullough was chosen president; John Edwards, treasurer; John C. Shaw, financial secretary; Geo. M. Dennis, marshal. The charter list was closed Saturday night with about 75 signatures.

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April 17, 1891

Capt. Thos. L. Beniteau will sail the str. *V. Swain* the coming season. He has moved his family to Cleveland.

The tug *Swain* has released the schooner *F.X.* from Kelly's Island, where she has been all winter. She will be docked in Detroit.

The steamer *Eighth Ohio* began sinking Tuesday night in the canal at Sandwich, but the pumps were put at work and there is not over two feet of water in the hold.

It is expected that the tug *Shaughraun* will leave for Hay Lake next week and

that she will tow Dunbar & Sullivan's dredge. "*Wild Irishman*" will be the first to be taken up.

Capt. D.A. McLachlan, who has sailed the new steamer *City of Detroit* since the date of her construction, has been transferred to the old *City of Detroit*, which will this season run on a regular schedule between Cleveland and Put-in-Bay. Capt. Alex. J. McKay of the steamer *City of Mackinac* will sail the big *City of Detroit*.

St. Clair River is completely blocked with ice from the Flats to Lake Huron. Lake Huron is also one vast field of ice as far as one can see. The Grand Trunk transfer boats at Sarnia are stuck in the ice and traffic has been completely suspended since 10 o'clock Tuesday night. The steamer *Conger* of the Port Huron ferry line is fast in the ice two miles below the city. Such a complete ice blockade at this season never occurred before.

The injured steamer *City of Detroit* was placed in the dry-dock at Springwells on Sunday afternoon and by Monday morning she had been pumped dry. Her injuries, it was found, were more numerous and extensive than at first supposed, her fore-foot being carried away completely. Amidships on the port side is one large hole several feet in extent, besides which there are probably a dozen smaller holes ranging all the way along to aft of the wheels. These were undoubtedly caused by the thumping she received while passing over the rock.

Rafting logs from Canada will be conducted this season upon a larger scale than ever before. Thirty million feet will be brought over for N. Holland, the Saginaw Lumber and Salt Company. J.W. Horry & Sons of Saginaw will bring over 20,000,000 and Sibley & Beringer as many more. About 35,000,000 feet will come from Lake Superior to Saginaw during the season. A few years ago the project of rafting logs across the lake would have been scoffed at. In addition to logs to be rafted from lake points, Alger, Smith & Co. will raft about 80,000,000 feet from Algoma County to Detroit and Lake Erie points.

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April 17, 1891

The new Welland Canal will be opened for business on April 20th.

The water in Lake Huron is 19 inches lower than it was one year ago.

There is not half the grain in store in Chicago that there was a year ago.

The steamers *Empire State*, *Badger State*, *Fountain City* and *City of Fremont* are in the market for lease or sale.

The tug *Swain*, Capt. Ed. Tormey, left Friday evening with wrecking outfit to release the schooner *F.X.*, ashore at Kelly's Island.

The Detroit Dry-dock Company are busy building their new dry-dock, which will be 375 feet long, 91 feet wide, 15 feet on the sill.

Capt. Hardgrave has purchased the barge *Lady Macdonald* from Capt. E. Ward for \$5000. The barge lies at Sandwich at present.

It is now proposed to ask the Dominion Parliament to make the new lock of the Canadian "Soo" Canal 100 feet wide and 20 feet deep.

Capt. J. McArthur, who commanded the steamer *Aurora* in 1890, will command the "whaleback" steamer *Colgate Hoyt* this season.

The steamer *Lakeside* has been placed on Muir's dry-dock, Port Dalhousie, to receive a thorough inspection and any necessary repairs required.

The U.S. Lighthouse Board solicits bids for the tenders *Lilac* and *Columbine*. They will be almost counterparts of the *Marigold*, recently completed by the Detroit Dry-dock Company.

Ald. Dunham of the Dunham Towing and Wrecking Company, Chicago, says from present indications the season will be a disastrous one financially for vessel owners and to the best of his recollection is without a parallel.

Thomas Adams' fleet will be officered as follows:-Steamers *Thomas Adams*, D. Nicholson, captain, John Kelly, engineer; *Jesse H. Farwell*, D. Duncanson, captain, John Cullen, engineer; *Spinner*, George Kendall, captain; schooners *J.H. Rutter*, S.L. Ketchum, captain; *Jeremiah Godfrey*, Mr. Madison, captain; *Shawnee*, John Eberlein, captain.

H.H. Brown & Co.'s fleet will be officered as follows:-Steamers, *Castalia*, C.C. Allen, captain; *Wawatam*, E.E. Mooney, captain; steel boat under construction *Orville*, W. Green, captain; *La Salle*, Henry Stone, captain; *Joliet*, Mr. Millen, captain; *S.R. Kirby*, James Fraser, captain; *E.M. Peck*, E.C. Gatfield, captain; *Fayette Brown*, D. Girardin, captain; *Forest City*, Joseph Sanders, captain; *R.J. Hackett*, Henry Sanders, captain.

Notice is given that on and after April 20th fixed white lantern lights will be shown from the north end of Grosse Isle to mark the range line for running the main channel of the Detroit River from the Lime-Kiln Crossing to a point about 1¼ miles southerly of Mamajuda light, where Grassy Island and Mamajuda lights are in range. The lights are 1493 feet apart on a line ranging approximately S. by E. half E.

Capt. Alex. McDougall of "whaleback" fame is on route from Duluth for New York with plans for a new passenger vessel to be submitted to the directors of the American Steambarge Company. The boat is to have the same general outlines of the "whaleback" freightboat, but will conform more generally to the needs of

internal arrangement. The new boat will be 450 feet long with 50 feet beam. She will have triple wheels, each of which will be propelled by a separate engine. The boat is expected to run from 25 to 28 knots an hour and will have full-length cabins that will easily accommodate 500 passengers in the best style. The plans contemplate steel construction.

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April 24, 1891

The St. Clair River opposite Sarnia is now clear of ice.

Vessels went through the Welland Canal and the Straits of Mackinaw Monday.

Capt. Harbottle, steamboat inspector, is in Windsor this week inspecting the *Lothair* and the *City of Windsor*.

The *Sheffield-North Star* collision case, of lake fame, is standing on appeal and will come up in the higher court about July next.

Grummond's wrecking tug *Leviathan*, Capt. J. Laframboise, will be stationed at Cheboygan, Mich., with full wrecking outfit on board.

General Manager Carter says the damage to the *City of Detroit* will amount to at least \$30,000, besides six weeks' loss of time, or a total loss of about \$50,000.

Three hundred coal heavers employed on the docks at Cleveland went on a strike Monday. They want an increase from ten to thirteen cents a ton for handling coal.

Capt. Thos. Hayes is in Windsor fitting out the *Saginaw*. She will be ready for Saturday and will be located at Windsor, as usual, with full wrecking outfit on board.

The rate for towing vessels through the Welland Canal this season will be fourteen cents light and sixteen cents loaded, a reduction in each class of two cents from last year.

The steam barge *United Lumbermen* and two consorts, all coal-laden, passed up Monday from Toledo bound for the Georgian Bay. They will proceed as soon as the St. Clair Flats are unobstructed.

The steamship *E. C. Pope* will be launched by the Detroit Dry-dock Company at Wyandotte next week and will be ready for business shortly afterward. She is a steel ship and a duplicate of the *Maryland*, built last year for the same company.

The steamer *City of Milwaukee* commenced her regular trips from Grand Haven to Milwaukee on April 20th. Her consort is to be the prop. *Wisconsin*. One boat to leave each end of the route each evening and extending the trip to Muskegon every afternoon.

The *Susquehannah*, *Jewett*, *Boston*, *Albany*, *Atlantic* and *Hudson* went up to the Flats Tuesday morning to break the ice jam. A number of others followed behind and are still there. The boats which reached St. Clair River from Chicago are lying at Marine City and must wait until the water rises before coming down, as there is only 11 feet of water.

Deputy Marine Minister Smith will be importuned by all the vessel associations to urge upon his government the necessity of removing Dougall's Rock above Amherstburg, the stumbling stone which is the cause of the \$50,000 damage to the *City of Detroit*. The rock is quite large and there is only six feet of water over it, although the channel at that point has a depth of over eighteen feet. It is close to the regular channel and is liable to be struck by passing vessels any dark or foggy night.

The work of establishing range lights at the head of Grosse Isle, Detroit River, is completed. The lanterns were lighted on the 20th inst. and will be of great assistance in navigating that part of the river between the head of Grosse Isle and the Lime-Kilns. The towers have been up for some time past and it was said that the cross slats on them did not extend down far enough to make them good day beacons. Major Overman has accordingly ordered them slatted down farther and will have the front tower painted white, while the rear one will be red.

The *Marine Review* says that all the lights which the Vessel Owners' Association has been maintaining have been taken off their hands by the Government, excepting the Bar Point Lightship, Duff & Gatfield's ranges and the float lights marking the west side of the Lime-Kilns cut; that some anxiety is felt, however, as nothing has been done toward providing for these lights, and the keepers say they will not look after them unless they are paid last year's figures for their services. Some of the vessel owners say "let the boats tie up" but the recent accident to the *City of Detroit* would indicate that there will be many serious groundings immediately upon the opening of navigation unless these lights are provided for. If they are all to be paid for by the vessel owners, it will require, in the absence of the gas buoys, about \$6500, as the list includes Bar Point Lightship, Hackett's ranges at Malden, Duff & Gatfield's ranges, float lights on the east side of the Lime-Kilns cut, Ballard's Reef light and the range lights at Sarnia. Mr. Carter, general manager of the Detroit & Cleveland Steam Navigation Company, has caused the light at Ballard's Reef and Duff & Gatfield's ranges to be put in operation since the accident to the *City of Detroit* and is paying for the service. He will endeavor to get other vessel owners interested in having all the lights maintained again this season, but there will undoubtedly be a great deal of objection

to it, on account of the poor outlook in freights. Capt. McKay also called upon some of the Canadian officials and with the assistance of Secretary Keep of the Lake Carriers' Association will endeavor to have the Dominion Government take up these lights that have proved so costly to the vessel owners. He has promise of assistance from some of the members of the Canadian Parliament as well as the Canadian vessel owners.

The wreck of the *Kasota*, which lies opposite the Exposition buildings, Detroit, will, for the future, be marked by a float fitted with a mast twelve feet high, painted red and black horizontal stripes. A white light will be shown at night.

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May 1, 1891

Navigation has opened at Sault Ste. Marie.

Great trouble is being caused by the low water at St. Clair Flats.

A despatch from Montreal says the Upper Lake trade this year appears to be opening very badly. There is less stuff to carry and rates are lower than last year.

Hereafter all American vessels calling at Windsor are obliged to deposit their papers at the office of the American Consul. This leaves the vessels still under American authority.

The range lights at the Lime-Kiln Crossing near Amherstburg have been moved into alignment with the new 440-foot dredged channel. The lights will be put in operation on May 1st.

Capt. Chas. Danger of the U.S. Civil Engineers' staff has had charge of the blowing up with dynamite of the schooners *Tremble* and *Ben Hur*, sunk in the rapids near Botsford's elevator, Port Huron. The *Tremble* has nearly disappeared.

The large steamers are having a tough time this season. The steamers *City of Detroit*, *Milwaukee* and *Arabia* have already come to grief at this point, while every day Grosse Pointe, St. Clair Flats, Lake George and the Soo furnish trouble for the big fellows.

Capt. Frank Hackett returned from Point Pelee on Sunday. He reports that the expedition was a success and that the schooner *Charger* was blown to pieces with 50 lbs. of dynamite. Engineer Barwith says the pieces went up higher than the post office building.

The steamer *Glengarry*, Capt. McMaugh, was launched at the M.T. Company's dock, Kingston, on Saturday, after being thoroughly repaired. She will be used in the grain business on the upper lakes, towing two large barges. The prospects for the grain business at Kingston this spring are not very encouraging. Few charters

are reported. The M.T. Company's fleet, the steamers *Walker* and *Glengarry* and tows, will leave for Port Arthur to load grain for Kingston on Sunday.

The propeller *Arabia* with 1000 tons of hard coal from Buffalo struck Tuesday night at the Lime-Kiln Crossing, causing her to leak freely. She succeeded in getting to Detroit but the water was found to be gaining on the pumps and she was run on the middle ground opposite the Michigan Central elevator. A steam pump was put on board Wednesday and she was brought alongside of the dock in the evening. Thursday morning Diver Quinn examined the injury; if it is serious the boat will go to Cleveland for repairs, there being no dry-dock available in Detroit. If considered safe, the leak will be temporarily patched and the boat will proceed to Chicago.

The steamer *Milwaukee* of the Western Line, bound down with flour and package freight, while passing the Lime-Kilns at 6 a.m. on Friday morning was crowded out of her course by the steamer *Northerner*, with a tow, and struck on the rocks. She came to the dock here and shifted her cargo aft. The leak was forward and she had 18 inches of water aft and 12 forward. Her pumps held it at that. The steamer *Saginaw* brought down a steam pump, which was placed on board, and a diver patched up the hole. The *Milwaukee* left for Buffalo on Saturday. The lightships, which have been maintained for ten years by C.F. Dunbar at the Lime-Kilns, were not in position to mark the channel and this, no doubt, accounts for the mishap.

A correspondent of the *Milwaukee Wisconsin*, writing from Pelee Island, Lake Erie, makes an important suggestion with reference to an extension of the telephonic cable to the Dummy light, Point au Pelee. He proposes that the vessel and insurance men of the lake cities put in a proportionate quota and offer the Dominion Government a sufficient sum to change this cable from where it now lands on Pelee Island and bring it via the Dummy light to the east side of the island, thence to the life-saving station, abreast of Chick-o-no-les Reef. It now lands in North Bay, but goes to the west side and thence to the light. The point is, all the reefs, shoals, etc. lie on the east and south sides of Pelee Island.

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May 8, 1891

James Davidson will launch the first of his "big four" steamers this week at Bay City.

The steamer *Scranton*, bound down, was aground at Bar Point for several hours Tuesday morning.

The tug *John A. Walker* with barges coaled here on Sunday and the *Glengarry* with barges coaled on Monday. They are on their first trip from Kingston to Port Arthur.

The steamer *New York*, bound up, ran hard aground on Mackinaw Point Sunday morning. Her cargo of coal was lightered. The *Leviathan* succeeded in pulling her off.

The *Holland* and consort were released at the Canadian Soo by an American tug on Saturday. Canadian officers endeavored to capture the tug but she was too sharp for them.

The three-masted schooner *Atlanta* went down on Lake Superior Monday evening, having foundered. Five men of her crew were drowned and the other two were saved.

The new whaleback steamer *Joseph L. Colby* was given a trial trip recently and in every respect met expectations. Her machinery and steering gear worked perfectly. She is expected to make eighteen knots an hour.

The steam barge *Passaic* and tow consorts, bound down, ran on the head of Belle Isle Saturday night. The steamer was released Sunday. The barges were lightered. The disaster is attributed to thick weather.

The schooner *Maud S.*, carrying bolts from Reaume's to Wyandotte, went aground on the Canadian shore opposite the Grassy Island light on Wednesday. The tug *Scotia*, Capt. Frederick Malcolm Archer, went to her assistance but could not release her. On Thursday the *Scotia* returned with a lighter and succeeded in getting her off.

The steamers *J.L. Colby*, 109, 110 and 111 left West Superior for Buffalo Monday afternoon with 305,300 bushels of wheat, divided as follows:-*Colby*, 60,000 bushels; 109, 81,800 bushels; 110, 81,500 bushels; 111, 82,000 bushels. This is the largest quantity of grain ever carried on the lakes in one tow. All four vessels are on their maiden trips. Grain cargoes from West Superior for five days aggregate half a million bushels.

The steam barge *Vienna*, bound up, came in here on Sunday morning with her machinery disabled. She made repairs and left about 4 p.m. and was just above Bois Blanc Island when her steering gear gave out and the *Vienna* drifted aground on the head of Bois Blanc Island. The tug *International* worked on her for four hours and, with the assistance of the tug *Saginaw*, succeeded in releasing her, and the *International* towed the *Vienna* and consort to Detroit.

Five hundred people, including the members of the Senatorial Commission and

a number of visitors from Cleveland, witnessed the launch of the big steel steamship *E.C. Pope* at Wyandotte Monday afternoon. Everything passed off in ship-shape. The new boat is practically a duplicate of the *Maryland*, although she possesses various improvements over that boat, which experience has suggested. The *Pope* will be ready for service as soon as her boilers are tested.

The Dry-dock Navigation Company of Detroit has filed articles of incorporation. The capital is \$225,000, of which \$25,000 is paid in. James McMillan, Alex. McVittie, Wm. C. McMillan and Emory Wendell have 818 shares each, Hugh McMillan 410, Frank E. Kirby and Gilbert N. McMillan 409 each. They propose to buy and sell ships and do a maritime business on the ocean and lakes and work in connection with the Detroit Dry-dock Company.

Work on the *City of Detroit* is progressing slowly but surely, and it is thought she will be out of dry-dock inside of two weeks and running on her old route in three weeks. Although no underwriters' survey has been made of the steamer, it is roughly estimated that the damages will total \$35,000. This is a dead loss to the Detroit & Cleveland Steam Navigation Company, as the boat is insured only against fire and collision. She was running fully 17 miles an hour when she struck Dougall Rock in the Lime-Kiln Crossing and her steel hull was ripped completely open to a point 160 feet from the bow. The repairers in the work of removing her damaged frames have gotten as far as frame no. 69 on each side, 135 in all being taken out. Probably never since the propeller *Algoma* ran on Isle Royale<sup>5</sup> has a metal boat been so badly damaged by contact with a rock. The *Detroit*, with her load, weighed about 1800 tons and the wonder is she was not ripped open her entire length. The owners of the boat will not suffer any by her loss of time, as the old *City of Detroit* is satisfactorily taking care of her route and would be lying idle if not engaged in this work.

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May 8, 1891

The steamer *Saginaw* (Capt. Thos. Hayes) did a regular land office business the past week, having released the *Lehigh*, *Helena*, *Ashland*, *J. Emery Owen*, *D. Nicholson*, *Michigan*, *Brittanic*, *Newsboy*, *Jas. Mowat* and *Milwaukee* in six days.

Capt. Duncan McLachlan has withdrawn from the Detroit & Cleveland Steam Navigation Company and will take charge of the steamer *Greyhound*. He had been

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<sup>5</sup> See Vol. II(3), pp. 86-90.

relieved of the command of the *City of Detroit* because of her striking on Dougall Rock and given an inferior steamer.

The *Marine Review* says:-The latest report from Canadian Government officials at Ottawa says that Sir John Macdonald recently promised a deputation of marine men that an appropriation will be secured at the coming session of Parliament to commence work on a canal connecting Georgian Bay with Lake Ontario. If this is true, it is one of the most important announcements made in connection with the lakes for some time past. There is no wild imagination about the plans for this canal and there is no doubt that it will eventually be built and will be of almost as much importance as the Sault Canal. The construction of a canal or ship-railway across the strip of land between Georgian Bay and Lake Ontario is in line with the Canadian policy favoring an enlarged waterway between the Great Lakes and the Atlantic seaboard. E.L. Corhell, an eminent civil engineer of Chicago, recently prepared a very valuable report on this subject, which was first read before the Canadian Society of Engineers a few weeks ago. The scheme for such a waterway is entirely practicable and the first steps toward it will be in the completion of the work now underway in the canals of the St. Lawrence River and the construction of the canal for which an appropriation is now promised.

Even the announcement that a train running 15 miles an hour has gone through the St. Clair tunnel does not quiet the Michigan Central Railway officials who are preparing to make another move for a high bridge at Detroit. The plan now is for a bridge with two piers in the river and three spans of 700 feet each. The projectors of the bridge are said to have had a man stationed in one of the elevators on the Detroit River from July 1st to September 1st of last year with all the necessary instruments for observing the position and height of all passing vessels. Over 700 day passages were noted during this time, tows counting as single vessels. This in itself should be enough to demonstrate the danger of a bridge of any kind, but the lookout in the elevator was there for a purpose other than that of showing the wonderful commerce of this channel. He claims to have learned that out of the total number of vessels only 15-100 per cent had masts reaching above 135 feet, and that the routes chosen by passing craft are nearly the same, the upward-bound keeping rather near to the Canadian side and the downward-bound favoring the middle of the stream. Eighty-four per cent of all the vessels passing up or down, this lookout reports, kept on a strip of the river only 700 feet wide. This may all be true enough, but it has been gone over in the main in investigations before army engineers in the past and will avail the railway managers nothing if the vessel

owners give attention to their interests early in the next Congress. They have the several reports of eminent army engineers to support them, but it will be necessary to watch the Senate. Senator McMillan of Michigan favors a high bridge.

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May 15, 1891

Wreckers are again at work on the *Kasota*, off Sandwich.

The steamer *New Orleans* struck at the Lime-Kiln Crossing on Friday, April 24th and broke her wheel.

The *Campana* will not run in the Sarnia Line this season. It is understood that she will start for Chicago shortly to ply for the season in the grain trade between that port and Kingston.

Felix Bertrand has secured the ways at the M.C.R. from Dunbar & Sullivan and is prepared to do all kinds of vessel repairs. Boats can be pulled out at any time with ship carpenters ready to do the work.

Bids for the new lighthouse tender *Amaranth* were opened at Washington Tuesday of last week. The lowest bid was that of the Cleveland Ship-Building Co., \$68,000. The Detroit Dry-dock Co. bid \$82,500.

The Sabbatarians who have been scandalized for some years by the operation of the Welland Canal on Sundays have at last had their desires gratified and hereafter this important public work will be closed from midnight on Saturday until midnight on Sunday.

The Two Rivers Point light was visible from Ludington the greater part of the night of Sunday, April 19th. It strikes the people of that place as somewhat strange to see a light a distance of seventy miles. Two Rivers Point light is a third-order lens varied by white flashes every 30 seconds.

The dredging contractors C.F. and H.T. Dunbar and M. Sullivan have combined forces under the firm of Dunbar & Sullivan. Between them they have three stations of the Hay Lake Channel work. The combining of contracts will enable them to work to better advantage and more economically in several ways. Dunbar & Sullivan will employ a force of 125 men, which, with the operations of Carkin & Stickney, will make Hay Lake a scene of activity.

The lowness of the water level of the Great Lakes is again a subject of grave apprehension to mariners. At present the general height of the water is some inches below that of last year. For ten years or more the level of the Great Lakes has been gradually lowering until many harbors which were accessible to deep draught vessels formerly are now so shallow that vessels drawing ten feet are unable to

navigate them without serious difficulty and danger.

In considering the wrecking business at Buffalo, Senator Hoar of the Senate Committee on Trade Relations with Canada asked Capt. Maytham what grievances existed and what was the remedy. "The charges of Canadian wreckers," he said, "cut no figure, but we complain of the inefficiency of the service. I have frequently done my own wrecking, running the risk of being fined rather than submit to slow process in use by Canadians. I would suggest that either country be permitted to do wrecking wherever it pleases."

At 5 o'clock on Friday afternoon the Wilson Line propeller *Olympia*, bound up, collided with the barge *John Sherman*, bound down, when opposite the Grand Trunk roundhouse, Windsor. The propeller *Lowell* was towing the barges *Sherman* and *E.C. Roberts* at the time. The steering gear of the *Olympia* gave out just at that point named and, taking a shear, she struck the *Sherman* amidships, the latter sinking to the rail. The *Roberts* struck the *Sherman* and was slightly damaged. Tugs came to the assistance of the *Sherman* and towed her to Detroit. The *Lowell* and tow were loaded with lumber.

A circular from William Smith, Deputy Minister of Marine of Canada, says regarding the new crib lights at the Lime-Kilns:-The temporary range lights maintained by the Canadian Government below the dredged channel at the Lime-Kiln Crossing in the Detroit River opposite Amherstburg railway station will be discontinued on May 1st and replaced by two permanent structures which will show the alignment of the centre of the 400-foot wide dredged channel. The buildings consist of iron skeleton towers surmounted by metal lanterns. The front light is situated on a crib-work pier in 6 feet of water, opposite Fort Malden on the west and the head of Bois Blanc Island on the west, above Amherstburg. This light will be fixed white, elevated 31 feet above the ordinary level of the river and should be visible two miles in the line of range. The illuminating apparatus is catoptric.<sup>6</sup> The height of the tower from the pier to the vane on the lantern is 30 feet. The back range building is situated 800 feet S. 1-10 E. from the front light on a pier in 4 feet of water. The light will be fixed red, catoptric, elevated 51 feet above the water and should be visible two miles in the line of range. The height of the tower is 50 feet. The alignment of these lights can be kept from its intersection with the alignment of the head of Bois Blanc Island range northward to its intersection with the

<sup>6</sup> using mirrors

alignment of the United States range lights at the head of Grosse Isle. The magnetic declination at this point is about 45 minutes westwardly."

The *Marine Record* says:-"The energetic secretary of the Cleveland Vessel Owners' Association called a meeting of vesselmen at this office on Wednesday morning, May 6th, and secured a unanimous vote regarding the necessity of keeping the private lights burning for at least another season. Charles H. Keep of Buffalo, secretary of the Lake Carriers' Association; Captain James Millen and A.A. Parker, prominent vesselmen of Detroit, attended the conference, also Lightkeepers Hackett and Duff of Amherstburg. After some discussion, an agreement was made and all the lights are again lighted. The Bar Point Lightship will cost \$1600, which is \$100 less than last season. Hackett's two sets of ranges at Malden will cost \$600, a reduction of \$150. Duff & Gatfield will care for the two float lights on the Lime-Kiln Crossing and continue their ranges and danger signal. The Government has provided for a gas buoy for Ballard's Reef, but there is but little hope of it being placed in position this season, and the vessel owners will maintain a light at a cost of \$700 for the season. It was decided to make the assessment 1½ cents per ton, which is ½ cent lower than the assessment made last year. The many casualties this spring, beginning with the side-wheel steamer *City of Detroit*, amply bear on the necessity of the ranges for which provision has been made, and it is a noticeable fact that Messrs. Parker & Millen, who manage a large proportion of the Detroit tonnage, fully coincide with the views expressed by Capt. George P. McKay regarding the value of the range lights again in place for the season of 1891."

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May 22, 1891

Toledo shipped 42,000 tons of coal last week.

The third whaleback steamer will be launched sometime in June.

And now it is said that the old propeller *Eighth Ohio*, reported as broken in two, is to be rebuilt.

The *City of Detroit* is expected to resume her place on the Detroit-Cleveland route on 23rd inst.

The *Greyhound* will be the morning boat on the Detroit-Port Huron route, commencing June 1st.

The Detroit, Belle Isle & Windsor Ferry Company has just closed a contract with the Detroit Dry-dock Company for a ferry boat to cost \$60,000.

Senator Gray and other members of the Senatorial Committee on Canadian Relations pronounce the lake wrecking laws "a disgrace to humanity and

civilization.”

The engine of the propeller *St. Louis* broke down off Sandwich Point on Friday night and she was taken back to Detroit dry-dock for repairs. She had two schooners in tow and all were lumber-laden.

Owing to the strike at Lake Erie ports, the steamer *E.M. Peck*, Capt. E.C. Gatfield, tied up here from Friday till Tuesday, awaiting orders. She was loaded with ore and left for Erie on Tuesday at noon.

As the steamer *Matoa*, bound up on Sunday afternoon, was passing the head of Bois Blanc Island, her steering gear fouled and would not work. The boat drifted into the dock here and had damages repaired.

The schooner *Kewaunee* made the trip from Racine to Frankfort and return, 500 miles, between Monday and Saturday evenings, remaining at Frankfort to unload and reload from Wednesday morning to Friday afternoon.

W.H. Gillman, Ed. Gillman and Howard Barnes have purchased the little steamer *Island Belle* from C. McElroy of St. Clair, paying therefor \$1700. She will be used to carry passengers and supplies between Detroit and Fighting Island.

A quaint-looking craft passed up the river on Thursday evening of last week. The paddle-wheels were of enormous size, set near the stern of the boat and when revolving made as much noise as a train of cars. It was the *Rival* of Quebec on its way to Georgian Bay.

It begins to look as if that veteran ship-builder and shrewd businessman James Davidson of Bay City, Mich., had been caught in a big deal and that at the opening of the dull season known in lake marine circles in years, he had been left with four of the largest wooden steamships to be found on the lakes on his hands.

The little schooner *M.P. Barkalow* is anchored over the sunken *Kasota* and is being used as a lighter for the ore that is being raised from her. About 150 tons of the stuff have been pumped up so far. The contractors are apparently taking things easy, as it is reported that but one pump is at work and that no preparations have been made looking to the raising of the vessel.

The propeller *Glengarry* and one consort arrived at Windsor this week in tow of the *Onaping*. The *Glengarry* met with an accident several days ago on Lake Superior. The tow tied up at Windsor, where the captain of the disabled vessel telegraphed her owners, the Montreal Transportation Company, for advice and she has been taken to the Riverside Iron Works, Detroit, to have her engine repaired. She loaded at Port Arthur. The tug *James Walker* has taken the consort through.

The *H.C. Lockwood's* 45-foot breadth of beam is rather too much for the

Chicago drawbridges. While undertaking to get through the Fort Wayne railroad draw with a cargo of 2500 tons of coal, she became wedged in tightly and all efforts of several tugs proved futile in releasing her; finally five tugs, assisted by two locomotives, succeeded in pulling her backwards. Should she succeed in getting through the Fort Wayne bridge, it is thought the Main Street draw will hold her tighter still.

The erstwhile despised schooner is rather getting the best of it in the present freeze-out game on the lakes. As indicating what hard times will do, the schooner *Thomas L. Parker* that has been towed for years, was ordered yesterday to go to a ship-yard at Milwaukee and have her sail rigging replaced. Hereafter she will sail. “The *Parker* will make money sailing,” said her owner, “when some of these big steamers will be lying at the docks.” A schooner’s expenses when in port are small compared to those of a steamer. It is certain that the sail lumber carriers are doing far better than the steam barges. A return from an era of steam to one of sail would be mighty peculiar, but it is what has happened in slow freights on the ocean.

The two sections of the propeller *Keweenaw* passed down on Saturday afternoon in tow of the tug *Justice Field*. Behind was the tug *Gladiator*, which was used to steer them. Both sections rode easily on even keel, ballast having been placed in them to keep them upright. The *Keweenaw* is a facsimile of the *Mackinaw*, which went to the seaboard last fall and has two masts, with machinery amidships. The boat is completely fitted out and, her machinery and fuel being all aboard, she will be ready to put to sea immediately upon being bolted together at Montreal. Her headquarters will be New York. She is 290 feet long and as trimly built as a greyhound. She will be what is known as an ocean tramp, and will be the first of her kind from Michigan.

Last week the *Colby* and three whaleback barges passed down, loaded with wheat. The *Colby* had on a cargo of 67,000 bushels and each of the three barges carried 82,000 bushels, making a total of 313,000 bushels. With this enormous quantity of grain on board, the draft of water was only fourteen feet. It was deemed best not to load any of the boats to its full capacity, as all were new and on their first trip and low water was feared. Had the voyage been between Chicago and Buffalo, the combined cargo would have been increased to 400,000 bushels, but low water at Sault Ste. Marie made it prudent for the captains to take on a little less. The length of the tow from the bow of the *Colby* to the stern of barge *No. 111* was 3000 feet and their cargoes, loaded 500 bushels to a car, would make a train four miles in length. It required about 28,000 acres of land to produce this wheat. The wheat

belonged to A.D. Thomson & Co. of Duluth, who is a director in the American Steel Barge Company, builders and owners of the whaleback fleet. The cost of the *Colby* and her three barges was only about \$250,000, just about what it costs to build a big boat like the *Tuscarora*.

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May 29, 1891

The owners of the steamer *Nevada*, which foundered on Lake Michigan last fall,<sup>7</sup> have begun suit against Smith Davis & Co. for \$50,000, the insurance on the vessel.

The steamer *Rosedale* now carries 60,000 bushels of wheat from Duluth on a draft of 14 feet of water. Last season this steamer could only carry 37,000 bushels, but through the winter seventy-three feet have been added to her length.

The lumber taken out of the water-logged barge *John Sherman* was loaded on the barge *Baker* at Port Huron. She started for Toledo Monday night in tow of the *Brockway* and coming over the Flats struck the upper end of one of the canal piers, smashing in her entire bows. She now lies at one of the club houses, sunk to the rail.

The *Chicago Times* has the following to say of the steamer *Tom Adams*, Capt. D. Nicholson: "That *Tom Adams* is a fine steamer. Lying at the Galena elevator yesterday, light, she was admired by throngs of people. She measures 1451 tons, was built by Wheeler, is owned by Adams of Detroit, rates A 1 and is valued at \$150,000."

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June 5, 1891

The steamer *Glengarry* received a new crank shaft at Detroit.

All classes of labor are striking against young Mr. Bradley's fine fleet of large craft - firemen, engineers, seamen, iron ore loaders, coal loaders and lumber unloaders.

The tug *Balize* of Elsey & King's Line is on her way to French River, Saginaw Bay, for a raft of logs. This firm has just closed a contract for the transportation of 6,000,000 feet of logs from that point to Buffalo.

Capt. Hursley of Sault Ste. Marie went to Toledo with E.H. Gillman on Wednesday to bring over the steamer *Douglas*, which will ply between Detroit and

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<sup>7</sup> See Vol. III(2), November 21, 1890.

Fighting Island this season. The *Douglas* will be commanded by Capt. George Hosmer.

A diver was sent down by the underwriters the other day to examine the sunken *Kasota*. On the strength of his report that she is literally broken in two, the work of raising her will probably be abandoned. There was insurance on the hull of \$100,000 and on the cargo of iron ore, \$10,000. This has all been paid.

Elsey & King appear to have done a rushing business during the past week with their tugs *Onaping*, *Balize* and *Gladiator*. The tug *Charlton* is expected up on the 15th inst. from Toronto, where she has been extensively repaired for the season's work. She will be operated by Elsey & King and will be fully equipped with modern wrecking paraphernalia.

There has been a change in the running of the steamers *Idlewild*, *Darius Cole* and *Greyhound*. The *Idlewild* leaves Detroit for Toledo every day at 4 p.m., returning at 1 p.m. the next day. The *Cole* and the *Greyhound* go on the Port Huron line for the season, leaving at 9 a.m. and 3:30 p.m. every day in the week. The *Greyhound* has been refitted and renovated at an expense of \$5000.

The Central Vermont [Line] has locked horns squarely with the Dominion Government and the "decree in council" barring American ports for transshipment of grain destined for export via Montreal. At first, two cargoes were sent down from Chicago to make a test case. The decree in council was carried out more than to the letter. This did not scare the Central Vermont people, for last week they gave orders to send all the grain that could be secured down the American route to Montreal. Thus far, over 400,000 bushels of grain has thus found its way to ocean steamers this season by its Ogdensburg route. By the time of the meeting in September, when Secretary Elaine will hear the complaint of the Central Vermont people against the Dominion Government for discrimination against Americans, the shipment of grain by the American route to Montreal will amount to several million bushels.

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June 12, 1891

The "Big Four", the four big wooden propellers built at West Bay City by James Davidson, are all being fitted out at the yard from which they were launched, and just as soon as business will warrant, they will go out upon the lakes. The four boats represent a total valuation of \$600,000.

Capt. J. Laframboise of the tug *Leviathan*, stationed at Sheboygan, Mich., is making a great record for himself and the Grummond wrecker at the Straits. He has

already had ten jobs this season, which have been handled with promptness. As a wrecker, Capt. Jacques is not excelled on the lakes, being a level-headed, hustling manager.

The owners of the steamer *Campana* have placed her in the Merchants' Line, and it is intended that she shall run in their Kingston and Chicago division, calling at Toronto. She has the largest registered tonnage of any steamer on the lower lakes and will make two trips per month from Toronto to Chicago in the passenger and freighting business.

A collision took place on Thursday night of last week below the Dummy in Lake Erie between the steamship *Northern Queen* and the schooner *Fayette Brown*, by which the latter vessel was sunk. The *Fayette Brown* was loaded with ore to Buffalo. She lies in nine fathoms with masts half out, directly in the path of the Buffalo steamers. There was no insurance on either vessel or cargo.

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June 12, 1891

The schooners *Rival* and *Adventure* were in with coal for John G. Mullen this week.

Capt. N.J. Wigle of the *Lakeside* paid \$20 last week for running his boat above the regulation speed in Toronto harbor.

The fishing tug *Scotia* is putting in stakes for pound nets along shore south of Goderich town. The *Scotia* makes Goderich port each night.

The steam barge *Scotia* with lumber from Georgian Bay to Toledo was in on Saturday with a broken wheel. She left on Monday morning at two o'clock.

Capt. Thomas Collins, the well-known vessel agent of Buffalo, died suddenly last Saturday night of heart disease, to which he had been predisposed. He attended to business during the day and felt unusually well in the evening.

At this time a year ago, the steamship *Cambria* of the Mutual Line had made seven trips, one of them to Lake Superior, and had delivered 17,000 tons of ore. She has yet to make a single trip this season and the other boats of the line have done little better.

The big steel steamer *E.C. Pope*, on her way down from Ashland, carried 2048 gross tons of ore. With fuel added, the boat had about 3070 gross tons aboard. This is the largest cargo ever taken from Lake Superior and it is all the more wonderful when the present draught of water - only 14 feet 3 inches - is considered. The *Pope* is expected to carry 3850 net tons on a draught of 16 feet 2 inches, which was the draught of the *Maryland* when she carried 3737 tons.

At ten o'clock on Sunday night, fire was discovered on the barge *Bay City*, lying at the foot of Rivard St., Detroit, by the watchman. The alarm was sounded and soon many streams were at play upon the burning barge and by 10:30 o'clock, to all appearance, the fire was out, but sometime next morning it broke out again and the *Bay City*, in charge of several tugs, drifted down the river. She is nearly a total wreck. The *Bay City* was built in 1867, was owned by Cleveland parties, managed by Capt. P.H. Clark of Marine City and valued at \$10,000. She was laden with 300,000 feet of white pine lumber, which she took aboard at Bay City and which was consigned to the Eastern Lumber Company of Tonawanda, N.Y. The *Bay City* left Detroit, bound down, Saturday morning but soon after she entered Lake Erie broke her shaft, which disabled her so that the tug *Oneida* had to tow her back for repairs.

Capt. Hackett with the tug *International* came down from Amherstburg on Tuesday of last week. In accordance with Government orders, he was gathering the pine logs along the beach. These are rafted and towed to Kingsville.

The foghorn on the Dummy was started on Friday, May 29th at 12 o'clock noon and stopped at 9 a.m. Saturday, the weather was very smoky. On Sunday, May 31st it was started again but the valve in the steam chest gave out and Mr. Graham of Leamington was called down to repair it.

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June 19, 1891

The steamer *Britannica*, bound up, is hard aground near Mamajuda light with two tugs working at her.

The engine is to be removed from the burned propeller *Missouri*, which lies above Sandwich, and she is to be blown up with dynamite.

Two rafts containing 3,500,000 feet of long pine were towed down the river on Tuesday evening by the tugs *Balize* and *Gladiator*. They were abreast for mutual protection.

During the storm on Tuesday, lightning struck the steamer *Roswell P. Flower*, which was coming into Mullen's dock here, and carried away about six feet of her fore-topmast.

Masters of coasting vessels with Canadian register are surprised over an order by the United States Government that hereafter Canadian vessels will be recognized only when flying the flag of Great Britain, thus debarring the Candian ensign.

It is stated that the cargo of brown stone will be taken from the sunken schooner *Fayette Brown*, sunk in Lake Erie, but the boat is believed to be a total loss. The

cargo is worth \$16,000 and is insured. The stone was bound from Portage Entry for Buffalo.

Probably the largest single amount ever paid into the Soo custom house for duty was handed over last week to Deputy Collector Charleton by the Dunbars, who paid \$4085 on a dredge and scow, which arrived there from Canada on Wednesday, to be used on their Hay Lake contract.

The legal possibilities arising out of the collision between the steamer *City of Detroit* and steam barge *Kasota* have been settled out of court. All the insurance on the *City of Detroit* is held by English companies and by the terms of the policy the companies are liable for three-fourths of the damage she may cause another boat. Settlement was made for \$227,700, of which the companies paid 75 per cent and the Cleveland Steam Navigation Company the remainder. Of the \$127,000 [sic], \$100,000 was for the damage to the boat and \$27,000 damage to the cargo. Capt. Falcon, who has a contract for raising the boat for \$25,000 or the boat, if successful, and nothing if he fails, says she cannot be raised. Capt. Jas. Millen is talking of buying her and Diver John Quinn is making a through examination of the sunken barge for him, with that end in view. 899 tons of ore have been taken out of her.

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July 3, 1891

The massive engines of the *Umbria* weigh 2080 tons and develop a horse-power of 15,000, which drives the great ship through the water at the rate of 24 miles per hour. 120 men are required in her engineering department.

A deal has just been closed by which Capt. James Millen acquires ownership of the sunken propeller *Kasota*. The terms are private, but it is understood the captain will not come out at the little end of the horn in the bargain.

Hudson River interests are endeavoring to secure from the general U.S. Government appropriations for deepening the upper 30 miles of the river, so that seagoing vessels of 3000 tons, drawing 30 feet, can have free access to Albany and Troy, the eastern terminus of the Erie Canal.

*Sarnia Canadian*:-“The stone barge *Col. Cook*, now plying on the river, is a vessel with a history. She was a handsome schooner in her day and thirty-odd years ago she collided with the *Lady Elgin*. *Lady Elgin* sank in fifteen feet of water, causing the loss of six hundred lives, the worst disaster which has ever happened on the lakes.”

At nearly all of the ship-yards around the lakes, something is being done in the way of small craft, but next month will find empty berths where big freight carriers

have occupied the stocks for five years past. The Government boats under way in Cleveland and Toledo will constitute the only work of importance on the entire chain of lakes, and the cost of all six of these is barely equal to that of one steel ore carrier.

The largest carrier on the lakes is the steel steamship *E.C. Pope*, built by the Detroit Dry-dock Company and owned by the Dry-dock Navigation Company. She has just delivered 3070 net tons from Lake Superior on 14 feet 1 inch draft and is without doubt the largest carrier on fresh water. On 16 feet draft this boat will carry 3500 net tons. The *Pope* is 337 feet over all, 42 feet beam and 24 feet hold and has all the equipments of the modern lake ore carrier, including Providence windlasses.

The *City of Windsor* on her last trip brought down from Goderich to Sarnia three sailors of the schooner *Morning Star*, who were all in a bad shape. They were fighting among themselves, all being drunk, and clubs and knives were freely used. Of the three brought down, one had his head cut in a number of places, another had three ribs broken, while the third has a bad hole in his side and was otherwise used up. They were left at Sarnia to go to the hospital.

A novel method of finding leaks in ships when in dry-dock is reported from England. A machine consisting of a hollow cylinder about 4 feet in length and 2 feet in diameter is brought into play. It is open at one end and has a door in the side which shuts perfectly close. The cylinder is filled with damp hay or straw which when ignited created a thick smoke. By means of an air pump, the smoke is forced through every part of the ship, the deck of which has been previously made as nearly as possible airtight. If there are any leaks anywhere, the smoke finds its way through and the spot is marked with chalk or white paint.

The directors of the Detroit, Belle Island & Windsor Ferry Company met last week. The principal business of the meeting was the examination of plans for a new ferry boat, drawn up by Frank E. Kirby, consulting engineer, and presented by Alex. McVittie, treasurer of the Detroit Dry-dock Company. The boat will be considerably larger than the *Garland*, which is the largest ferry now on the river, and will have three decks. One of the best features of the boat will be two gangways - one for the people and one for teams. She will be equipped with all modern improvements, including a complete outfit of electric lights and a roomy lavatory for ladies and children. It will be a first-class family boat. It is to be built of oak, will cost about \$50,000 and will be completed next spring. She will not be an ice-crusher, being intended only for summer use.

In an article on “The Freight Situation,” the *Marine Review* says:-“The turning

point has been reached in the lake trade. A most active season is assured from this time on, and it is more than probable that any of the ore dealers who may have sold ore at the very low prices of the past few weeks without providing for the lake freight will find small margins on such sales. The middle of June is past with the ore movement fully 1,500,000 tons short of that of a year ago, and labor matters are in such shape that it will yet be several days before boats are unloaded at Lake Erie ports with the usual regularity if negotiations for the settlement of the strike now pending are successful. The fall movement of grain will undoubtedly be very heavy, as all preparations are being made with a view to handling the biggest crop the northwest has ever seen, and coal shippers admit that it will be necessary to continue throughout the season the present heavy movement of coal."

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July 3, 1891

Coal freights at Buffalo steady and unchanged; the same at Cleveland, except that there is a little demand for Ashland tonnage at 90c.

The damage by fire to the steamer *Dove* at West Bay City on Wednesday of last week will amount to about \$10,000. She is owned by Capt. Ira Holt of Detroit.

The small steam barge *Martina* with lumber, bound down, and the large steamship *Specular* of Republic with coal, bound up, collided at Bar Point, one mile below Bois Blanc light on the Canada side, about 2 o'clock Monday morning. After striking the *Martina*, the *Specular* pushed her into shallow water until she herself brought up on the beach, where she was hard aground. The crew on the *Martina* went to Detroit. The captain says he blew one whistle and was answered by one from the *Specular*. Just before they came together, the *Specular* blew two whistles and then struck the *Martina* on the port side. The tugs *International* and *Saginaw* pulled the *Specular* off Monday afternoon. The steam barge has been unloaded of her deck-load and a diver was expected to patch her up so that she might be taken to Toledo.

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July 10, 1891

The sailing yacht *Mary* of Kingston, which with her owners, Henderson Bros., left Toronto a few hours prior to the commencement of the recent gale, has not since been heard of.

On Saturday Capt. F.B. Hackett succeeded in raising the steamer *R. Martina*. After pumping her out, she was towed by the tug *International* to Detroit, where she will be dry-docked.

John Galt, C.E., and John C. Ferguson, engineer in charge of the Toronto Water-works, were recommended by Judge Macdoogall as being persons of nautical and engineering skill for appointment as assessors in the Marine Court of Ontario, and have been appointed.

The schooner *Starling* is being fitted out at St. Catharines for use as a wrecking lighter and when in shape will be brought up and stationed at Windsor for the rest of the season. Her outfit will be very compete and she will be in readiness whenever called upon to assist vessels in Canadian waters. She will be operated in connection with the tug *Onaping*.

The tug *Onaping* lost a large raft of elm timber early Monday morning off Point Pelee. The chains of the raft parted just behind the first crib and most of the timber went on the shore. Captain Tobin of the *Onaping* says he never saw such a sea running before at this time of the year on Lake Erie as was running on Monday morning. The *International* went out to help pick up the timber.

Capt. E.M. Peck, the well-known ship owner, says the steamer *Western Metropolis*, a celebrated side-wheeler that plied between Detroit and Buffalo in the 50s, was the fastest boat ever afloat upon the lakes. She could make twenty-two miles an hour, but her consumption of fuel was enormous and consequently her dividends were few and far between. The captain thinks the *Frank E. Kirby* is the fastest boat now on the lakes.

Capt. Millen, the new owner of the sunken propeller *Kasota*, has granted Capt. Falcon, the wrecker who holds the contract for raising her, an extension of the time of two months in which to get her up. The *Kasota* was found to be in such good shape upon the recent examination that it is now thought Capt. Falcon will experience no trouble in raising her. It is reported that he will use airtight casks in the operation. The method of using them is as follows: The cask is sunk by heavy weights attached to it, filled with water and made fast by eye bolts to the desired part of the boat. Each cask will have lifting capacity of five tons and it is estimated that 150 of them will be required to do the work. When all are in place, the air compressor is applied to each, one at a time, and the air going into the cask displaces the water until it is all removed. When the vessel is afloat, she will be towed to Detroit and rebuilt. Capt. Falcon, it is said, has raised a dozen boats in this manner. The steamer *Morning Star*, one of the first boats of the Detroit & Cleveland Line, was raised in this way out of eighty feet of water in the 60s. It is looked upon as a more reliable plan than the pontoon and chain method, as if one of the chains breaks when the boat is afloat, all the others usually follow suit and the

boat goes to the bottom again, provided she does not break in two before she gets there; while half a dozen of barrels may suddenly become useless and the boat still floats.

The schooner *Emma*, anchored opposite the Michigan Central slip in Windsor, taking soundings for the proposed tunnel, was struck on Wednesday morning by a raft that was being towed down by the steam barge *Volunteer*. The four anchors to the *Emma* were carried away and her bottom was scratched considerably. However, the damage was not serious.

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July 17, 1891

The C.P.R. steamship *Athabasca* and the steamer *Pontiac* collided near Sault Ste. Marie Tuesday. The *Pontiac* sank in 30 feet of water.

On Tuesday the tug *International* brought into the river part of the raft which was lost by the tug *Samson* at the Dummy on her last trip down.

The steamer *E.P. Wilbur* recently made a round trip from Buffalo to Chicago, unloading and reloading at Chicago, in 6 days, 13 hours and 40 minutes.

Capt. Falcon, who has the contract for raising the sunken *Kasota*, has commenced sinking barrels filled with air, which will be attached to the wreck and float her.

On Thursday of last week the steamer *Kirby* made the run from the Wabash elevator to Bois Blanc Light, a distance of twenty miles, in 55½ minutes. Five hundred passengers had the pleasure of taking the fast trip.

Chief Engineer Stael of the Cleveland Ship-Building Company thinks the new steamer *City of Toledo* will make 21 miles an hour as soon as her new engines have worn smooth. She recently made 14 miles in 40 minutes.

On Friday a body was picked up at Cedar Point, Lake Erie. It was that of a boy, 10 or 12 years of age, and had on a summer blouse and knee pants. It is supposed to have been in the water from 1 to 2 months. The tug *Rooney* took it to Toledo.

On Friday night the tug *C.C. Macdonald*, Capt. Jas. O'Neil, released the barge *Josephine*, aground near Bar Point, and towed her into Callam's Bay, below town, where she remained until picked up by her steam barge, *Langell Boys*, on Sunday.

Plans have been got out for rebuilding the range lights on the head of Bois Blanc, one of which was burned down two years ago. They will be on the same plan as the lights put in on this side of the river below town and will be much higher than the old ones.

The whaleback *Wetmore* left Montreal last week with 90,000 bushels of wheat

for England. She had to unload her cargo at Montreal and have bulkheads put in, in compliance with the requirements of British traffic. When it was reloaded, 1200 bushels were placed in bags and laid on top of the bulk wheat to prevent the wheat from shifting.

The steamship *Emily P. Weed* called here for coal Wednesday evening on her way from Portage Lake with what is claimed to be the most valuable cargo ever carried on the Great Lakes. It consists of 2200 tons of refined copper. The cargo is part of a large quantity recently sold for export by the Calumet & Hecla Company and is valued at \$600,000.

The steamer *City of Cleveland* took an Orange excursion to Put-in-Bay from Detroit on Monday last. It was expected she would stop here and a number were on the dock ready for the trip, but they were left.

The children of Mr. Visgar, who are summering on Bois Blanc, and Col. Atkinson's two sons were out for a sail on Monday afternoon. The sail was too large for the boat and, as a consequence, they could not bring her around. Andrew Hackett saw their plight and went to their assistance.

The scow *A. Bailey*, owned by Capt. John Varner, was brought over from Toledo this week and is now in Felix Bertrand's ship-yard near the M.C.R., receiving repairs. She will be caulked throughout and new planks put in and otherwise receive a general overhauling.

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July 24, 1891

Mabel Mason, the daughter of the Mamajuda lighthouse keeper, in Detroit River, has received a medal from the Treasury Department. She saved Thomas Jones from drowning in the Detroit River May 11th, 1890.

When the steel steamer *Grecian* of the Menominee fleet was docked, there were a number of pieces of wood found wedged in between her damaged plates. The *Grecian* struck on her last trip down between the Colchester Reef and Little Point. Capt. George P. McKay will make an effort to locate the obstruction. Capt. Walsh, master of the *Grecian*, thinks it is a part of an old wreck he struck.

General Poe of Detroit regards the Lime-Kiln Crossing as of so much importance that in his annual report to Congress he gave an elaborate history of the development, written by Lieut. Rieche, covering many pages. He says the project is now completed and no further appropriations are needed. The benefits it gives to commerce are far beyond what was expected. Gen. Poe says, however, that there still remain several dangerous shoals in Detroit River between Detroit and Lake Erie

and he urges a liberal appropriation to remove them.

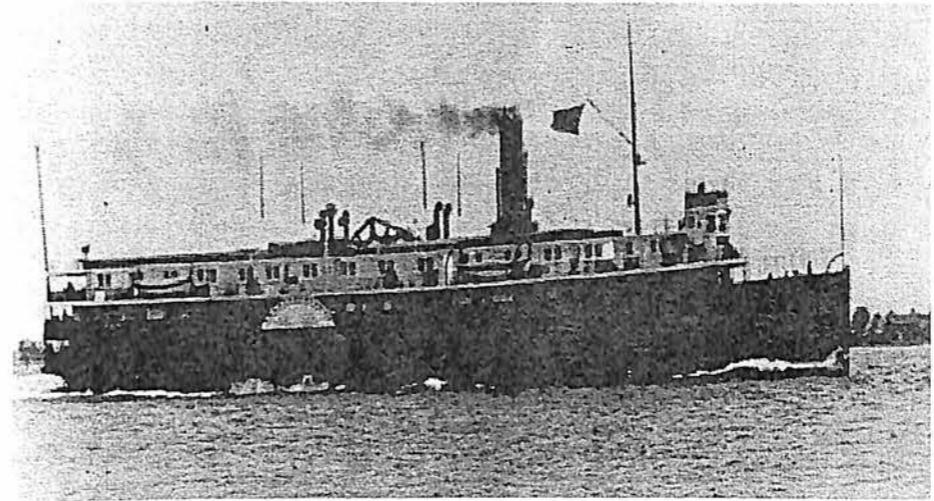
The collision between the Canadian Pacific steamer *Athabasca* and the steel steamer *Pontiac*, by which the latter was sunk near Sault Ste. Marie, will give rise to one of the most remarkable collision suits ever tried on the lakes. The *Pontiac* was insured in the London Lloyds for something like \$175,000. The *Athabasca* carried collision and liability insurance in English companies. The legal fight will thus be made between English underwriters and will become very interesting. Attorneys have been retained on both sides and preparations made for the battle.

The ship *Canada* has just been launched at Kingsport. She is 195 feet long over all, 45 feet beam and 29 feet depth of hold. Her cost was \$100,000. The Halifax dispatches label her the "largest vessel ever built in Canada." The schooner *Minnedosa* was built at Kingston last summer. She is at least fifty feet longer than the *Canada*, although not so deep or so wide. It hardly seems possible the latter is the larger. If the propeller *Manitoba* is a vessel, and some people would call her such, she is the largest one ever built in this country. She is 300 feet keel, broad and deep in proportion.

The story from Chicago that a British syndicate is about to establish a line of steamers from Chicago to England is again going the rounds of the papers. The promoter of the scheme, one Fairfax, says:—"Already contracts have been made with the large importers of Chicago, Milwaukee and Detroit by which the merchants have agreed to ship and instruct their foreign agents to ship all goods by this line." But, Mr. Promoter, "what are you going to do about it" when you strike that portion of the route known as the St. Lawrence Rapids? You might accidentally jump your boats down the rapids from Kingston to Montreal, but how in the name of common sense are you going to get them back again? And we greatly fear a deep-water canal around those rapids is as far off as rapid transit in Detroit.

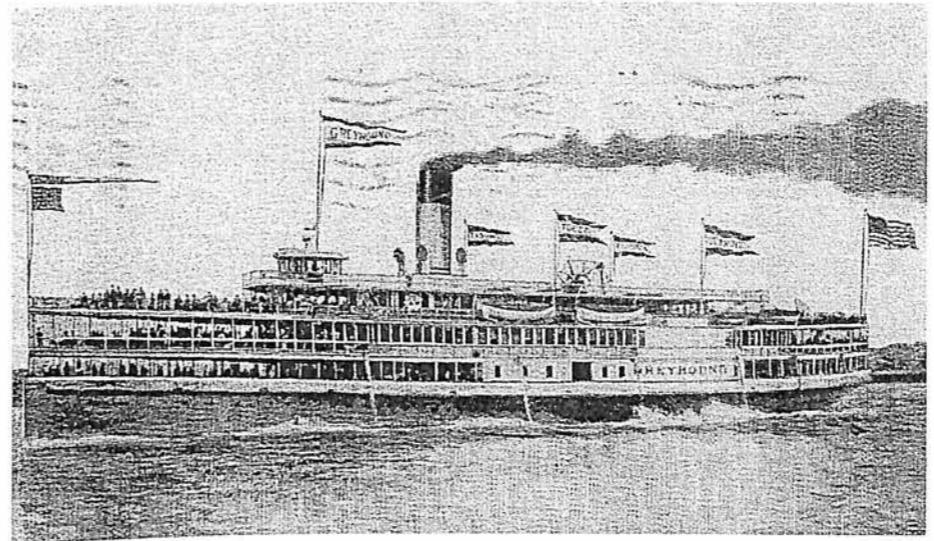
The *Detroit News* stated last week that Ashley & Dustin, representing the J.P. Clark estate, had signed a contract with the Detroit Dry-dock Company for a new passenger and freight steamer to replace the *Riverside*, to be called the *Wyandotte* and to cost \$75,000. This pleasant intelligence was soon contradicted, however, by the *Detroit Free Press*, which says:—"Ashley & Dustin state that there is no truth in the report that they have signed a contract for a new boat to take the place of the *Riverside* and that the present patronage would not warrant any such an expenditure. The steamboat inspectors recently examined the *Riverside* and pronounced her good for nine or ten years' more service."

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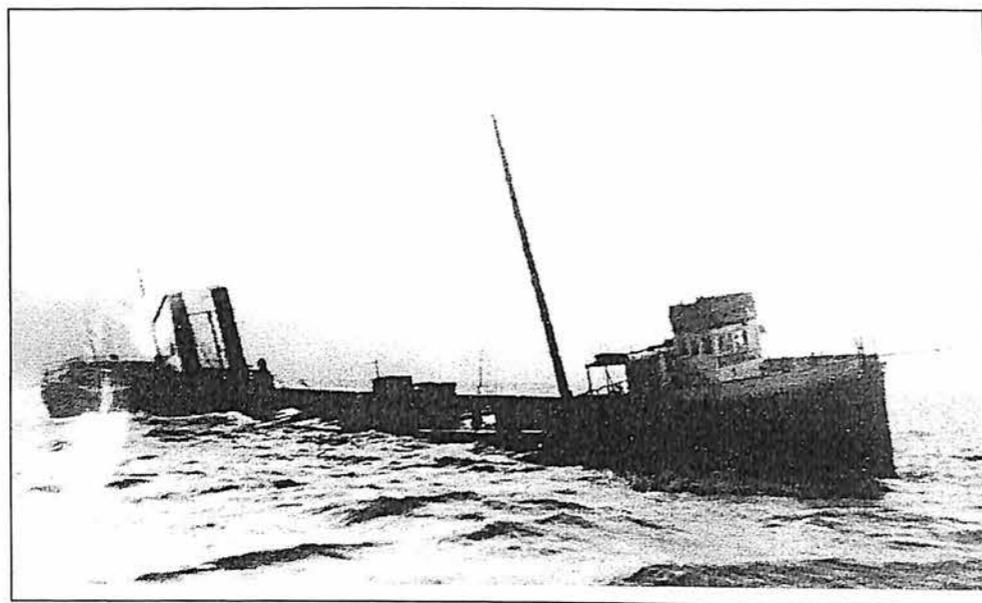
*City of Alpena*

Dept. of Canadian Heritage: Fort Malden National Historic Site



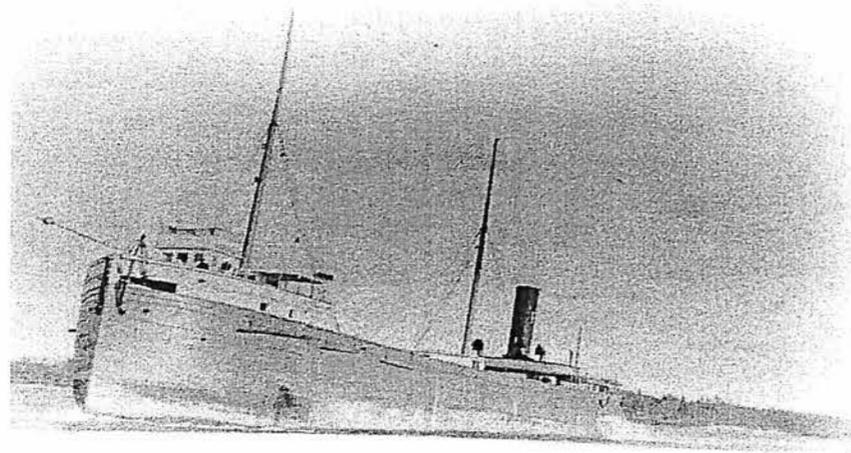
*Greyhound*

Dept. of Canadian Heritage: Fort Malden National Historic Site



**Philip D. Armour**

Dept. of Canadian Heritage: Fort Malden National Historic Site



**Specular**

Dept. of Canadian Heritage: Fort Malden National Historic Site

July 24, 1891

The schooners *Fayette Brown* and *Two Fannies*, both sunk in Lake Erie, are regular nuisances to navigators. The latter is unclaimed, but M.A. Bradley, owner of the *Brown*, says she is not worth bothering with; hence the delay in getting them out of the way.

F.W. Wheeler has changed his mind about not permitting the little excursion steamer *Ossifrage* to leave Bay City again until she was sold, and has leased her to Gillman & Barnes of Detroit until Oct. 1st. She will make hourly trips to Des-Chree-Shos-Ka.<sup>8</sup>

A steel steam yacht, to cost \$250,000 and eclipse anything of the kind now afloat in point of speed and grandeur of finish, is being built by the Cleveland Shipbuilding Company for J.H. Wade of that city. When the yacht is finished, Mr. Wade will take a cruise through the various lakes and large rivers of this continent, after which he will start on a trip to Gibraltar, taking in the Mediterranean Sea, then the Suez Canal, China and Japan.

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July 31, 1891

Capt. Saunders of the whaleback steamer *Charles W. Wetmore*, that lately crossed the ocean from Duluth, died suddenly at Liverpool, Eng., on Wednesday morning.

The tug *Onaping* started on Tuesday night to the relief of the schooner *Niagara*, ashore near Byng Inlet. The schooner is probably in bad condition, as a steam pump was telegraphed for.

Thursday morning of last week as the schooner *Corsican* while sailing down this side of the Lime-Kiln Crossing was struck a glancing blow by some iron steamer, also bound down. The former then drifted on the east bank and was released next morning by the *International* and towed to Erie by the tug *Champion*.

The tug *Charlton* arrived up on Tuesday from Toronto on her first trip after a rebuild and receiving entire new fore-and-aft compound engines. Capt. Hugh Hagan is in command and the veteran Thos. Craig pulls the throttle. The *Charlton* is now one of the most powerful tugs on the lakes.

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<sup>8</sup> In 1890 a Detroit syndicate leased the Paxton estate on Fighting Island, using the name "Des-Chree-Shos-Ka" for its complex of cottages, hotel, bathhouses and beach. (Source: Leverette, C.E. *Land Use History of the Canadian Detroit River Islands*. London: University of Western Ontario, 1975, p. 83.)

Capt. George P. McKay of Cleveland was in town and on Bois Blanc Island last Friday. He was up looking after the obstruction that the *Calumet* struck last fall, knocking off her forefoot, which eventually resulted in her sinking in Lake Michigan. Other vessels have struck it this season. It was located by Andrew Hackett and found to be a nest of large boulders about a mile this side of [the] American lighthouse. Two red and black buoys were placed on it.

The old collision case between the *Armour* and *Marion* has at last been settled. The decision was given by Judge Jenkins of the U.S. District Court at Milwaukee on Tuesday and, as many expected would be the outcome, the damages have been divided equally between the two vessels. The judge said the collision was largely due to the misunderstanding of the original signal of the *Armour* by the *Marion* and he also gave it as his opinion that the collision occurred in mid-channel. He thought if the *Armour* had been a little less strenuous in asserting her right of way, the accident might have been averted, as she could have backed away from the *Marion*.

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July 31, 1891

A full force of iron workers is at work on the *Athabasca* in the Springwells Dry-dock. The *Athabasca* struck the *Pontiac* a full steam-on blow. The former's stem is completely battered to pieces and it is a miracle she did not go to the bottom herself. On the contrary, she leaked only slightly and was enabled to make her trip to Port Arthur and thence to Windsor without the services of a steam pump. About eleven of her frames were either broken or badly bent and ten or eleven new plates will have to be put in. Her survey has not yet been held.

Capt. LaRush of the Canadian schooner *Valencia* was recently fined \$50 by Collector Johnson of Duluth port for going into the harbor without clearance papers and manifest. He pleaded as an extenuation that he had come from Heron Bay, 140 miles east of Port Arthur, at which point there is no customs house, and also that the offense was not so great because he came light. The remission of the fine was recommended to the Secretary of the Treasury and word has just been received that all except \$20 is remitted. The captain should have called at Port Arthur for papers.

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August 7, 1891

The steamer *Aurora* and the schooner *Finney* collided at Bar Point, Lake Erie, on Monday and the *Finney* lost her jib-boom.

The owners of the steamer *Pontiac* have brought suit against the C.P.R. str. *Athabasca* for \$242,960 for damage to the boat and cargo by the collision in St.

Mary's River a short time ago. The damages asked for cover the price of the boat and cargo.

When about 3 miles from Bar Point Light, Lake Erie, bound up, a few days ago a small fire occurred on one of the schooners of the propeller *Glidden*'s tow. The steamer was stopped and the schooner *Warmington*'s tow line sagged to the bottom of the lake. On being hauled up again, an anchor and several lengths of chain were found attached to the line. They were taken aboard the *Warmington*.

A correspondent asks for information regarding the Lime-Kiln cut and the St. Clair Canal. The Lime-Kiln cut, Detroit River, is 2500 feet long, 440 feet wide and 20 feet deep. The St. Clair Canal is 7221 feet long and 300 feet wide and is now being dug to a uniform depth of 18½ feet, the work being half finished. The present appropriation will finish the canal work pier to pier but does not provide for dredging the approaches.

The *Cleveland Marine Review* says:-"Seven travelling cranes, each capable of picking up a stone weighing 10 tons and lowering it 43 feet, will shortly be built in Cleveland for work on the new canal at Sault Ste. Marie. The quarries of Kelly's Island near Sandusky are furnishing the stone for the masonry work now under contract, which involves an expenditure of about \$1,500,000. On the Canadian side of the Detroit River, just above Amherstburg, stone of the best quality for this class of work is found. It is being used in the construction of the Canadian canal at the Sault, but the heavy duty on it prevents its use on the American side."

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August 7, 1891

The *Marine Review* of Cleveland says:-"Bois Blanc Island and the Lime-Kiln Crossing with the shoal spots surrounding them are points in the Detroit River well-known to the lake navigator, and there are few among the vesselmen who do not know the lightkeepers whose lives bear a close relation to the history of these places. Capt. Andrew Hackett, keeper of the Bois Blanc Light, and Duff & Gatfield, river pilots during the years before the Lime-Kiln Crossing was built, are men who have taken a quiet part in matters of the highest importance to the lake marine. There are few, if any, points on the river from the City of Detroit to Bar Point regarding which these veterans in water service cannot give accurate information as to the depth of water, rocks, extent of shoals and everything safe for deep-laden

vessels. Capt. Hackett, now a man well up in years,<sup>9</sup> took the Bois Blanc Light from his father and has kept it for the Canadian Government ever since, while Messrs. Duff & Gatfield, born on the Canadian bank of the river, have followed a calling somewhat similar in the vicinity of the island. Hundreds of vessels were piloted by them over the shoal places in the river before the American Government put a full million into blasting the rocks at the crossing. They have since maintained ranges and float lights marking the different channels and their great fund of information regarding the river is at all times serviceable to the vessel owners.

It was to these men that Capt. P. McKay applied for information a few days ago when the Menominee Transit Company's steamship *Grecian* struck an obstruction on the course two miles in a northwesterly direction from Colchester Reef. Capt. Frank Hackett of the tug *International*, who is a brother of Capt. Andrew Hackett and who has also seen many years of service near the mouth of the river, recalls the sinking of a number of vessels in this vicinity, among them the barge *Ottawa*, schooners *Sergeant* and *Morning Star* and brig *Alleghany*, all bound up with coal; the scow *Harriet*, stone laden; the schooner *Union Jack*, bound down with corn; and the schooner *Forest Queen*, light. As pieces of oak were found clinging to the *Grecian's* bottom, it is thought that she struck one of those sunken hulls and an effort will be made to find the obstruction."

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August 14, 1891

The question was recently presented in the United States District Court in Brooklyn whether a steam yacht is required to change course for a pleasure craft. The yacht *Medusa* was injured in a collision with the tug *M.E. Staples*, which was towing an empty barge. The owners of the tug claimed that as a trading vessel to whom loss of time means loss of money she could not be required to change her course for a pleasure craft. The court held that the tug was obliged to change her course. Pleasure yachts, while subject to, are also entitled to act upon the rules of navigation. There was nothing in the situation of the vessels to create an exception to the ordinary rule of navigation by which it is made the duty of a steam vessel to avoid a vessel under sail.

Two red and black stakes mark another obstruction just found about midway between Bar Point Lightship and the Detroit River Light. It has been ascertained

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<sup>9</sup> Andrew Hackett was in fact only 47 years old in 1891!

John Quinn of Detroit, who was awarded the contract by the Canadian Government for removing the United States schooner *Mary Birckhead*, wrecked in the Canadian channel at the Lime-Kilns, Detroit River, weakened and failed to live up to his offer, thus causing the obstruction to remain in the channel a week longer than it would if his offer had not been considered. Evidently, Mr. Quinn is getting to be a shallow-still-water-fair-weather-wrecker in his old age.

As the steamer *Benton* was coming down over the crossing last Friday night with three barges, lumber laden, in tow, the barge *Racine* ran upon the sunken *Birckhead*. The others cleared it and came down. There were two tows going up at the same time. The *Racine* was released on Saturday evening by the tugs *Onaping* and *International* after lightering considerable lumber. She was leaking badly and was towed to Detroit by the *Benton* to go into dock. The propeller *Vanderbilthad* a narrow escape in coming over on Saturday, but came out all right.

The *Cleveland Marine Review* says:-"A Canadian who has been sailing as an officer on United States vessels was captured in Buffalo last week. After admitting that he obtained his license through perjuring himself, he was released. This manner of enforcing the United States statutes is somewhat too limber, even for the sailing community. Residence does not affect nationality after the naturalization is perfected, and five years is little enough time for any foreigner to become acquainted with the form of Government observed in the United States; besides, any sensible man ought to support the bridge that carries him over. It would be well if the law regarding officers of vessels was more closely followed on the lakes and, while admitting that citizens of the United States may reside in the Dominion if they so desire, yet no officer should be allowed to change his nationality semi-annually, as some evidently have been doing in the past."

The *Racine* is reloading the lumber which was taken off her last week and put on the dock here.

Capt. Aleck Donnelly of the *Greyhound*, which sailed out of Kincardine, was killed in his coaster the other day at Stokes Bay. It appears he was in the hold and one of the truckers dumped a truck of cordwood down the hatchway upon him without any warning, killing the unfortunate man instantly. His widow is now in Detroit and is left with five children.

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October 30, 1891

Two palatial steel steamers are to be added to the lake passenger fleet next season to ply between Kingston and Montreal.

The tug *Sweepstakes* (Capt. T.D. Quinlan) passed up Thursday night of last week with the schooners *H.P. Baldwin*, *M.I. Wilcox*, *D.G. Fort*, *J.I. Case*, *Hattie Wells* and *Quickstep*. A snug tow bill.

The Canadian canals will be open on Sunday to facilitate the transmission of grain to Montreal for the steamships. It is likely the canals will be kept open on Sundays for the remainder of the season.

Insurance losses caused by boats going aground in the Detroit and St. Clair Rivers will amount to nearly as much, it is said, this season as all the other marine losses put together. The insurance does not cover such mishaps.

The Treasury Department has made the decision that products of the United States in transfer from the west through Canada to an American port for exportation, if going partly by water, must be carried by American vessels. Canadian vessels are thus cut off from entering this trade. The steam barge *Oscar Townsend*, which burned off Sanilac on Wednesday night of last week, was seen to sink at daylight about eight miles southeast of Lexington. The fire started from the explosion of a lamp in the lamp room. The tug *Mystic*, which happened to be in the vicinity, rescued the captain and the entire crew. The crew saved most of their clothing, but the captain saved nothing except the clothes he had on. She was owned by J. Root of Tecumseh, Mich., was valued at \$40,000 and insured for \$25,000.

It is a well-known fact that the levels of all the lakes have been sinking for some years past - an occurrence which is periodical. Gen. O.M. Poe of the Engineering Service recently reported that the level of Lake Huron has gone down steadily since June, 1886, and that in June last it was nearly three feet lower than that of the former date, the month of June being chosen for the comparison because at that season the water attains the highest level each year. The Sault now shows a depth of only fourteen feet four inches.

"That tug," said Manager Taylor of Ward's Line recently, as he pointed out the well-known river tug *Kate Williams*, "earned in 1866 \$16,314, which is considerably more than any one of the big steel liners will earn this season, I think. That same year the tug *Winslow* earned \$12,589, the *Prindiville* (now the *Charlton*) \$17,909, the *Castle* \$10,048, the *Bob Anderson* \$15,652, the *George N. Brady* \$9579, the *Constitution* \$8961, the *E.M. Peck* \$9256, the *L.L. Lyon* \$9887, the *I.U. Masters* \$15,331, the *Satellite* \$28,332 and the *Kate Moffat* \$26,158, and none of them had to tow anything but vessels to do it. They all were in Detroit & St. Clair River Towing Association at that time. The thirty-three boats in the Association that year earned \$116,385."

that deep-laden vessels will find the best water in this locality, 17½ feet, by ranging the lightship and the light structure, or the middle black buoy and the light structure. Capt. M.W. Gotham of the steamer *Briton* in coming down the river about ten days ago struck at this point and Capt. George P. McKay of Cleveland came immediately to Amherstburg to go over the channel with Capt. Andrew Hackett of Bois Blanc Island. Several courses were followed from the lightship to the light, float buoys being dropped to guide the work of sounding, and a nest of boulders was found at the point now indicated by the red and black buoys. A tree branch has been fastened to the middle black buoy below the lightship to indicate that a course ranging that buoy with the Detroit River Light will give deep water.

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August 14, 1891

The steamer *Cormorant* ran hard aground on the head of Fighting Island Sunday night. She was lightered off.

The propeller *Alpena* went through herself in Lake Erie Saturday and she was towed up to Detroit by the tug *Charlton*. She is now being repaired at Hodge's.

Wednesday morning the barge *Star of Colorado* in tow of the tug *Trerice* ran into the schooner *Starling*, lying at Hurley's wharf, Windsor, damaging the schooner and dock to the extent of \$500.

Gen. Poe, in a letter to Capt. McKay of Cleveland, says the shoal spots at the lower approach to the St. Clair Flats Canal have been entirely removed by dredging, which in each case was carried to a depth of 18 feet.

The *Cleveland Marine Review* says:-"General Poe says that the Lime-Kilns cut in the Detroit River, one of the most important improvements on the entire chain of lakes and upon which the United States Government spent a very large amount of money, is in American waters. This is a surprising bit of news to come at this late date, but it is nevertheless agreeable to lake interests. It will be taken with comfort by the vessel owners, who are greatly interested in the care of this important channel, and who will generally agree that General Poe knows what he is talking about, although it may not be his duty to give out an opinion as to the boundary line in this case. Although the cut is very close to the Canadian bank of the river, Gen. Poe says the boundary line turns toward the Canadian shore above Bois Blanc Island and cuts off from American waters only small portions of the upper and lower corners of the crossing on the Canadian side." General Poe is a great engineer, all will admit, but he is away off on his geography. The Lime-Kilns improvement are in Canadian waters. If not, why did Uncle Sam ask the Dominion Government to

allow him to improve the crossing, and why all the talk about improving the Trenton Channel? If Gen. Poe has anything in the shape of maps or other proofs, let him show them up. On several occasions when vessels have been aground on the west side of the cut, both Canadian and U.S. engineers have located them in Canadian waters, or in the international waters.

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August 21, 1891

The steamer *Celtic* landed freight from Montreal for town merchants on Wednesday night.

The schooner *Rival* arrived up from Cleveland on Sunday with 475 tons of coal for J.G. Mullen.

The old side-wheel steamer *Evening Star*, for twenty-five years or so a familiar sight, came up from Toledo last week to have some recaulking done.

President Campbell of the [Detroit, Belle Isle & Windsor] Ferry Company does not take kindly to the plans for a three-deck ferry contemplated by his predecessor, Capt. Pridgeon, and it is quite probable the new boat to be built this winter will be larger and wider than the *Sappho*, but on the same general plan.

There has been no end to the talk about which is the faster boat, the *Frank E. Kirby* or the new *City of Toledo*. Vesselmen at Toledo have offered to bet that in a fair contest the *Kirby* wouldn't be in it, but the *Kirby* people said nothing and sawed wood. Sunday, however, the *Toledo* people thought they would just settle the matter now and forever. Leaving Put-in-Bay dock half a length in advance of the *Kirby*, both boats were headed for Middle Bass [Island], two miles away, but the *Kirby* beat her to that point.

The whaleback barge "55" went through the Welland Canal last week with her cargo of lath, which she is taking from Duluth to New York. After delivering her load she will be used in the oil-carrying trade along the Atlantic coast. She was taken as far as the canal by the whaleback *Bartlett*, which has also been fitted up for the Atlantic trade, but which cannot go down this season in consequence of the low water in the St. Lawrence. She carried 72,000 bushels of wheat to Buffalo on a draft of 14 feet 3 inches.

The *Wetmore's* passage from Liverpool to New York, owing to head winds and fog, occupied fifteen days. Her seaworthiness was found to be excellent. She steams along at a ten-knot rate with her 3000-ton cargo on a consumption of twelve tons of coal a day. The cost of the vessel is estimated at one-third less than ordinary built vessels which carry the same load. On account of the peculiar construction of

her decks, while she may ship water in rough weather, all the water runs off again, not a drop going inside the ship. Her destination after leaving Brooklyn, where she will load machinery, will be Delaware, where the rest of the machinery will be taken on board. The vessel will then sail for Tacoma, State of Washington, where a shipyard will be built and the machinery used in the construction of a line of vessels like the *Wetmore* for the Pacific trade.

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August 21, 1891

On Tuesday afternoon Capt. F.B. Hackett with the *International* took from here a coil of cable to be used in repairing the submarine cable between Pelee Island and the mainland, which was broken, it is supposed, by some boat catching foul of it about two months ago. The Government Inspector Mr. Kelly was taken on at Leamington and the break located and it is being repaired.

Capt. A.W. Botsford, who has for the past two years been bookkeeper for J.G. Mullen's coal business, left for Cleveland on Friday evening last and will make his home there hereafter. He has secured a permanent situation as bookkeeper of the coal business in that city of which Martin Mullen is the manager. His many friends here will exceedingly regret to hear of his departure from Amherstburg.

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August 28, 1891

On Tuesday night the *Idlewild* was aground for about an hour near Point Mouilli.

The *Frank E. Kirby* is carrying heavy loads of fruit from Put-in-Bay and the islands to Detroit.

The lighthouse inspector has copies of the "Lighthouses" for 1891, to distribute to captains at his office in the Bank Chambers, Detroit.

The steam barge *Corunna* ran aground about midway between the Canadian lightship and American lighthouse on Monday night, but liberated herself.

The steam barge *Gettysburg* ran aground near the Canadian lightship on Bar Point on Sunday night last. She succeeded in extricating herself after some time.

The *Specular's* machinery gave out between Detroit and Amherstburg Sunday and she was taken to Lake Erie by the *Winslow* and there given to the *Castalia*, which took her to Cleveland.

The schooner *Dawn*, lumber laden, water-logged and capsized off Port Washington on Sunday. Her deck-load of 50,000 feet was washed overboard but

her crew were picked up by the *John Schroeder*.

A fireman jumped overboard from the steamer *Norman* while passing Windmill Point Light last Sunday night, and was drowned. His name was Mike Killan and his home was supposed to be at Detroit.

Capt. George P. McKay, secretary of the Cleveland Vessel Owners' Association, and Capt. John Swainson, the live editor of the *Cleveland Marine Record*, arrived in Amherstburg on Sunday on their way to Colchester Reef to mark the obstruction that has given so much trouble to vessels passing there. Owing to the stormy weather, they were unable to go down till Tuesday when Capt. Andrew Hackett took them down in the *Muriel*. They were obliged to leave for home before the work was completed, but left the rest in Andrew Hackett's hands, who will mark the spot with a buoy.

The schooner *James E. Gillmore* from Cleveland to Portage in tow of the tug *Blazer*, freighted with 500 tons of coal and seven car-loads of pine, came to grief on Monday while opposite Point Pelee. She was found to be leaking, but made the Point Pelee Lighthouse in safety. She attempted to return to the Detroit River, but found it impossible and was grounded on the Point Pelee beach. Her cabin was washed off and other injuries were sustained, making a total loss of about \$2000. She is owned by Capt. Fralick of Cleveland. The Canadian wrecker *Saginaw*, Capt. T. Hayes, started to her assistance Tuesday but was unable to get alongside on account of the heavy sea running and returned to Amherstburg for a lighter. Diver Quinn was on board the *Saginaw*, which took Hackett's lighter on Tuesday night. The *Gillmore* was liberated yesterday morning and was towed here.

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August 28, 1891

From West Bay City this week there departed the steel tug *Yu-Lu* for Norfolk, Va., from which port she goes to Central American waters. Wheeler & Co.'s contract provides they must deliver her at Norfolk.

The *City of Windsor* will on its present trip take a route which for scenery and grandeur is said to have no equal. Besides going over its general route, it will go from St. Joseph's Island to Spanish River, passing through that part of Lake Huron that has long been noted for its picturesqueness. The boat left Windsor on Wednesday afternoon.

A telegram was received in Windsor on Sunday stating that the steam barge *Lothair*, owned by Robert Thompson & Co., had gone ashore five miles off Bear's Rump in Georgian Bay. The boat was pulled off by two tugs and towed to

Toberomay's [Tobermory?] Bay. The tug *Onaping* left on Sunday night with wrecking apparatus to assist the disabled boat. The *Lothair* was loaded with lumber from the Spanish River and bound for Windsor.

The Canadian steamer *Monarch* arrived at Sarnia on Saturday, August 15th, with something over 100 passengers and the heaviest load of freight ever brought into that port. The cargo included 25,000 bushels of wheat and fifty-nine car-loads of flour, in all a little over 1600 tons. Even with this heavy load, the *Monarch's* draft out of Duluth was only 14 feet 8 inches, which shows her fine carrying capacity.

Archie Brown, who missed the *Castalia* owing to a delayed telegram, caught her on her trip down. The operator says the message was received at 2:15 p.m. and, being after office hours, was not delivered until next morning.

The tug *International* completed the job on the Pelee Island cable on Wednesday. The work was done under the supervision of D.H. Keeley, Dominion Superintendent of Telegraph Service, who is an experienced and well-posted man in such matters. 50 feet of new cable was put in and 5 splices made. Communication can now be carried on between the island and the mainland.

**Almost drowned.**-An accident happened in the river near here last (Thursday) evening, which nearly resulted in the drowning of Fred, son of Eli F. Reaume, aged about 21 years. He had been up to Wyandotte and was returning home in his rowboat towing behind one of the tow barges of the lumber barge *Cleveland*, but when just below the Lime-Kiln Crossing a swell overturned his boat and he was thrown into the water. The rope was still tied to the barge and was towed down but he was left in the water to struggle for his life as best he could. Being a good swimmer, he tried to make the nearest point, the head of Bois Blanc Island, but having on a full suit of clothes besides a rubber coat, he had much difficulty and would have gone down had not Capt. O'Neil with the tug *C.C. Macdonald* gone to his rescue and taken him in, and not a minute too soon, as he was tired out and chilled through. He was brought to the Horsman House.

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September 4, 1891

The propeller *Monteagle* went aground at the Lime-Kiln Crossing Monday morning but was released by the tugs *International* and *Macdonald*.

The tug *Charlton* did some good work Sunday and her engines are apparently all right. Her owner has not yet accepted them, however.

The *E.C. Pope* on her last trip down smashed the record for all big cargoes to

Lake Erie. She carried 3112 net tons of ore into Ashtabula.

The whaleback 116 was launched at West Superior Saturday. The keels of 117 and 118 are laid and eight more will be on the stocks before December, all for the lake trade.

Eighty-five stone-cutters are at work on the Canadian lock at the Sault and will about finish stone-cutting this year. All of the lock approaches are to be solid masonry and the west approach alone will be 2000 feet long. It will take about three years to complete the work.

The barge *Baltic*, in tow of the steam barge *Walter Vale*, was aground near the Bar Point Lightship on Thursday night of last week. The *C.C. Macdonald* and steam barge *Vale* released her.

The Department of Marine and Fisheries has awarded to the Poison Co. of Owen Sound the contract for a steel cruiser of a speed of fifteen knots an hour, to be employed on general Government work in the Gulf of St. Lawrence. The contract price is \$37,800.

The barge *Hotchkiss*, which was abandoned on Lake Huron by the tug *Wales* during last week's gale, was reported ashore and broken up near Goderich. A steam yacht arriving at Detroit Tuesday, however, reported passing the *Hotchkiss* adrift on Saturday about fifteen miles below Goderich. The barge was dismantled and water-logged. She had been abandoned by her crew.

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September 4, 1891

**Steamboat Collision.-One goes to the bottom.-Three lives lost.-Near Grassy Island.**-The small steam barge *E.H. Jenks* of Port Huron, bound up, loaded with stone, was sunk at 12 Monday midnight by collision with the steam barge *G.W. Morley*. The disaster occurred just below the red light on Ballard's Reef, one mile above the Lime-Kiln Crossing, Detroit River, and caused the loss of three lives. The unfortunate people were either scalded to death or drowned. They were Mrs. Egbert, the captain's wife; Albert Jacob of Port Clinton, O., second engineer; and a fireman, known as Jim. The *Jenks* was of 105 tons register, valued at \$7000 and owned by the Jenks Ship-building Company, Port Huron. Those of the crew who escaped were picked up by the *Morley* and taken to Detroit. The *Jenks* at the time of the collision was in charge of the mate, but his lips are sealed to all inquiries as to the details of the accident. The *Morley* struck the *Jenks* on the starboard side just at the forward end of the cabin, going clear through her. The *Jenks*, heavily loaded with limestone, sank immediately and now lies almost in the main channel with the

top of her cabin partly above water. It is said the collision arose through a misunderstanding of signals, the night being clear. The survivors are the captain, chief engineer, mate, a fireman and the cook, Miss Sarah McDougall. The captain was thoroughly prostrated by the accident and his wife's tragic death and could say nothing when questioned. Miss McDougall herself had a narrow escape but for the presence of some of the crew, who saw her struggles and pulled her through the window of her berth just in time to save her from drowning. The captain's wife, she thought, was drowned as she lay in her berth at the time of the collision, while the fireman, she thinks, was so badly scalded he didn't have strength enough to save himself from drowning. The *Morley* was but little injured and proceeded on to Cleveland after landing the *Jenks'* crew. The *Jenks* lies in about 20 feet of water just below the red light on Ballard's Reef. The bodies of Jacob and Jim were recovered, but the woman had been washed into the river and could not be found. It now appears that Mrs. Egbert had got out of her room and was being assisted to the cabin roof when the boat went down, but she could not be rescued before the boat sunk. The *Jenks* was originally the steam barge *Foster*, built at Port Burwell and was in the passenger business at the Soo, where she upset and lost her machinery and boiler.

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September 4, 1891

The schooner *Gilmore*, which had such a severe time off Point Pelee, has reached Detroit and will go into the Springwells dock for repairs.

The new dry-dock at Cleveland, built by the ship owners, will be ready for business this week. It is 300 feet long, 45 feet wide at the bottom, 90 feet at the top and 14 on the 4-foot-keel blocks. The gate is 55 feet wide.

Gen. Poe has returned from a visit of inspection of Sault Ste. Marie. He reports that improvements are progressing satisfactorily and that the work of laying stone in the new lock will be commenced next week.

A collision occurred Thursday of last week at midnight abreast of Walkerville between the *C.H. Greene*, bound down, and *Saginaw Valley*, bound up. The *Greene* lost her stem and some damage to her light work forward. The damage to the *Saginaw Valley* was not ascertained.

The Canadian propeller *Lothair* now lies safe and sound in Collins' Harbor. Her cargo of lumber will have to be unloaded, after which she will be patched up and pumped out. It has not been decided, however, whether to tow her down to dry-dock or re-load the lumber and take her through to her destination.

The level of the lower lakes and especially that of Lake Erie has been fluctuating more than usual during the past few days. The wind creates a stronger surface current than has generally been allowed and low water at local points has been quite marked during the past week or two.

This spring the tug *Charlton* was given a new engine at Toronto. She arrived at Windsor three weeks ago, but her engine, of Toronto make, refuses to work to satisfaction. Changes have been made several times at Hodge's, but after each change a trial trip demonstrated the fact that something was still wrong. Mr. Charlton will not accept the engine until it gives satisfaction.

Care should be exercised in navigating between Colchester Reef Light on Lake Erie and the mouth of Detroit River, as unknown shoal spots and large boulders have recently been sounded upon. It is also desirable in the event of a vessel touching anything heavier than gravel that a buoy be thrown overboard to mark the locality so that measures may be taken to supply ranges and avoid the foul bottom.

About 11 o'clock on Friday morning a passenger on the steamer *Nyack*, bound up, described an object about two miles off to the northward and called the attention of Purser Stevenson to it. The latter when he brought out his marine glass noticed a wreck with men flying distress signals and notified Capt. Judge, who promptly changed his course and bore down upon the wreck. It proved to be the schooner *British Lion*, 180 tons burden, bound from Romney, Ont., to Erie with a cargo of stove bolts which had capsized. In a yawl to leeward were Capt. J.B. Lucas and his crew of four men. They were almost exhausted and had to be assisted on board the steamer. The famished seamen were cared for and brought to Cleveland. Capt. Lucas says he left Romney about 9 Wednesday evening. About 10 Thursday evening the boat sprung a leak and the pumps could not keep her clear. Finally her deck-load shifted and she capsized. All clambored to the bottom of the overturned boat, but Harvey Stevens, a sailor, jumped into the water and secured the yawl boat, into which all climbed about 2 o'clock, lying on the lee side of the schooner. During the morning a steamer passed them on the downward course and the shipwrecked men thought their signals were seen, but the steamer did not change her course. A furious gale blew all night and the men were subject to its fury for nine hours before being sighted. Capt. Lucas lives at Windsor, Ont., and has a wife and child. The others are Mate Leonard Wilcox of Jerome, Mich.; Ed. Smith of Buffalo, cook; seamen Harvey Stephens, whose family lives at Black Rock, N.Y., and George Chubbs of Montreal.

September 11, 1891

**An Improved Whaleback.**-Marine Engineer Redway of Toronto has constructed a model and drawn plans of a new style craft which, it is expected, will revolutionize the lake-carrying trade. It is said to be as far ahead of the patent "whaleback" vessel as the "whaleback" is an advance on old model lake craft of square build. The differences between Redway's model and the "whaleback" are several. Redway's boat is fashioned after the model of an Indian canoe. It has a flat bottom, except for a fraction of the keel at the stern to accommodate the rudder. The hull is somewhat after the style of that of the whaleback. There are no bulwarks. The upper works are meagre, being only a cabin at the stern where the boiler and machinery are, and a small protection forward so that the anchors and cable chains can be approached in any sort of weather. Along the main deck amidships runs a railed off walkway, in which are the hatches, and on each side of which, just outside of the railing, are the eight moorposts. Whalebacks have hog snout prows, but the Redway model has a ram prow.

September 18, 1891

The *Frank E. Kirby* brings up a heavy load of peaches and grapes from Put-in-Bay every night now.

Carkin, Stickney & Cram are having built at Saginaw a dredge, to be one of the largest on the lakes. She will have a digging capacity of about 3000 cubic yards daily.

The steamer *American Eagle* is in dry-dock at Springwells, being fixed up for her winter's work among the Lake Erie islands. Her steel sheathing is being renewed in several places.

The lightships at Craig's ship-yard, Toledo, will be delivered over to the U.S. Government as soon as the builders receive fog whistles, which are being made in Cleveland, and fit them on.

The propeller *T.W. Palmer* on her last trip from Duluth to Buffalo carried 80,000 bushels of new wheat, the first of the season. The *Craig* and consort *Crossthaite* brought down the last old wheat in the Duluth elevators.

The American Steel Barge Company has ordered four steamers and two barges at West Superior. The vessels will be of uncommon size for whalebacks, 306 feet in length and designed for lake traffic exclusively. They will cost \$750,000.

During the month of August 142,806 cubic yards of earth were removed from Hay Lake Channel. The work of improving this important marine thoroughfare is

progressing rapidly. According to contract, this work of improvement is to be completed by the close of the season of 1893.

U.S. Lighthouse Inspector Heyerman has sent to F.W. Wheeler, the West Bay City ship-builder, a check for \$18,930, being the Government's first payment on the four lightships building at his yard. Their total cost will be \$189,300. The inspector reports good progress on the boats, the keels of which are all laid.

Charles Leahy, a Detroit wrecker, is raising a row over an alleged injustice done him by Collector Gott, Amherstburg. Leahy brought a wrecking outfit to Windsor and paid the duty on them so that he could work in Canadian waters. When the *Gilmore* went ashore at Leamington he went down to release her, but says that an American tug was working on her with a permit from Collector Gott, and he asked the Dominion authorities to investigate. He was notified that no local collector has authority to permit American wreckers to work in Canadian waters, unless the saving of life is involved. The Minister of Customs also promises Leahy that the *Gilmore* matter will be fully investigated.

The big steamer *Emily P. Weed* took 105,380 bushels of corn down the Calumet River, Chicago, and out into the lake Monday of last week. She had two tugs abreast and all the power of her own engines was required to make the trip. She was drawing fully six inches more water than there was in the river, and literally plowed her way through the mud on the river bottom. A steel boat has been found to be much better adapted for this kind of mud navigation than a wooden one, the mud offering far less resistance to steel than to wood. Steel boats drawing sixteen feet have been dragged two and three miles by main force in fifteen feet of water this week. It is all right as long as the tugs keep them moving, but once stopped for any cause, the force required to start them again is redoubled. Mud navigation is said to be a science by itself, and the Chicago tug men are experts in it.

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*September 18, 1891*

The propeller *Brazil* is coming down with 107,000 bushels of corn. A year ago this would have been considered a record-breaking cargo.

The Canadian wrecker *Onaping* and lighter *Starling* will be stationed at Grosse Point during the rest of the season in readiness to assist grounded vessels.

The marine inspectors at Detroit have just issued their first license to a woman as master of a steamer. It was to Mrs. Celia Person of the small passenger steamer *Florence C.* of Alpena.

Capt. Chas. Swartwood of the steam barge *William Chisholm* had his leg broken

on Thursday night of last week at Cleveland, and Capt. Richard Call of the *Quito* takes the *Chisholm* this trip.

The buoy which marked the nest of boulders north of Bar Point Light at the mouth of the Detroit River has again been carried away and, as it was put there at private expense, will not be replaced this season.

The steamer *Telegram* was billed to run an excursion to Pelee Island from Leamington on Tuesday under the management of L.S. Brown of Pelee Island, but she failed to connect. She left the island the previous night with a load of grapes for Leamington, but owing to the heavy west wind blowing at the time was unable to effect a landing and went to Kingsville, where she met the same fate. She then came to Amherstburg, but being unable to make arrangements to ship the fruit to its destination, went on to Windsor.

Capt. F.B. Hackett took the *International* to Windsor on Wednesday to have her boiler tested. It was tested by Boiler Inspector Johnson and found to be all O.K. The captain has received the contract from the Dominion Government to remove the sunken schooner *Fayette Brown*, which was sunk off Pelee Island two months ago and has been dangerous to navigation ever since. The captain has secured the services of diver Adam Kuywosh<sup>10</sup> of Sarnia and will go to the wreck today. The *Brown* was loaded with \$27,000 worth of stone. Captain Hackett will have the diver with a full wrecking outfit stationed at this port for the balance of the season. Two Canadian steam pumps are expected shortly.

About 11 o'clock on Tuesday forenoon Andrew Hackett (the lighthouse veteran) and daughter Maggie of Bois Blanc Island and Miss Mary Trotter of this town were returning in the yacht *Spray* from town to the island when a puff of wind struck the sail unexpectedly and before the pilot could avert it, the boat was upset and the three occupants were thrown into the water. They managed, however, to hang on to the bottom of the upturned boat until assistance arrived. Captain Detiefs of the tug *Joe Dudley*, which was lying at the dock here, saw the accident and, as the engineer was up [the] street at the time, he took charge of the engine while the captain of the *Passaic* took the helm of the *Dudley* and went to the rescue. They reached the boat and picked up and landed the water-soaked individuals. In the boat were some provisions for the islands and besides the loss of these, the only damage

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<sup>10</sup> Adam Kiyoshk and his son Arthur, both divers, belonged to the Walpole Island Native Band.

done was a good wetting to the three victims.

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October 9, 1891

Immense ore docks to cost \$1,000,000 are to be built in Cleveland harbor.

The loss of the schooner *Frank Perew* off Whitefish Point, Lake Superior, with a crew of nine on board is now generally accepted. The *Perew* was commanded by Capt. J. Marquay of Bay City, Mich.

The steam barge *Edward H. Jenks*, sunk several weeks ago at Ballard's Reef in collision with the *Geo. W. Morley*, in which three persons were drowned, was raised last week and taken to Port Huron dry-dock.

Calvin & Co.'s new schooner *Ceylon* has been successfully launched at Kingston. She is 207 feet over all, 37 feet beam and 15 feet deep. She will at once enter the grain trade between Kingston and Duluth in command of A. Milligan.

The *Kasota*, which was sunk in collision with the *City of Detroit* opposite the exposition grounds about a year ago, was raised to the surface with casks, but was allowed to go down again, as she was badly listed. She is in good condition.

The annual report of the Canadian Department of Marine shows a decrease from last year of 162 vessels, 13,307 tons, the present registry being 6991 vessels and 1,024,974 tons. The Canadian marine on the lakes is mostly old and every season now will greatly lessen it. From the lakes the English flag is disappearing as rapidly as the Stars and Stripes have disappeared from the ocean.

A boiler explosion aboard the steam tug *C.W. Parker* killed seven persons and seriously injured many others in the neighborhood of the Archer Avenue bridge on the south branch of the Chicago River about 4:30 o'clock Sunday afternoon. The tug *C.W. Parker* in company with three other tugs was engaged in attempting to tow the coal steamer *S.E. Pickands* out of the drawbridge when the explosion occurred. Three of the killed were employees of the tug and their bodies have not been recovered. The other persons killed were standing on the banks of the river.

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October 9, 1891

Heretofore at Rondeau light station, on the north shore of Lake Erie, the outermost range light has been the main light, being a powerful lake coast light, while the inner light has been used merely to indicate the alignment in entering the harbor. On the 1st inst. this arrangement was reversed.

Some very rapid work was done with the Lehigh Valley steamer *Wilbes* on her recent trip to Chicago. She arrived there at 1 a.m. Saturday with 700 tons of

merchandise. She left for Buffalo just twenty-four hours later with a full cargo of grain and flour, having visited in the meantime three elevators and several docks.

The steamer *Winslow*, which went ashore on Friday and was released that night, caught fire at her docks at Duluth, Minn., Saturday from lime slaked<sup>11</sup> in her hold by the water that came in. All efforts to save her proved unavailing. She was towed out into the harbor and left to burn. She was valued at \$35,000 and rated A 2.

Ship-builder F.W. Wheeler of Bay City, Mich., who has been figuring on the construction of a steel steamship for some time past, arrived home on Saturday, bringing the intelligence that he had closed a contract for the construction of a steel freighter of the same pattern as the *Emily P. Weed*. The boat will be built for Hollenback of Saginaw and others. She will be 343 feet long over all, 42 feet beam and 24 feet 6 inches moulded depth. Work will be begun on the boat at once. She will be completed by the opening of navigation in the spring.

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October 16, 1891

The *John T. Eddy* was aground at Bar Point on Wednesday, but was liberated by the *Saginaw*.

The Detroit harbor tug *C.C. McDonald* has been sold by W.F. Whitney to Hill of Saginaw for \$1500.

The three-masted schooner *Queen City* went ashore at Point Pelee, 8 miles north of the Dummy, on Monday and the tugs *Onaping* and *Balize* have been trying to liberate her.

Capt. F.B. Hackett has stripped the *Fayette Brown* of all that can be taken from her, save her two spars, which will be taken out as soon as the weather permits. He will not attempt to raise her until next spring.

Many of the lake flyers are tied up at Sault Ste. Marie and there will be a race for blood from the wreck of the *S.E. Peck* to Buffalo. Many of the captains are anxious for a brush with the record-breaker *Pope*.

The *Kasota* was floated out of the channel on Sunday stern upstream and beached between the mouth of the River Rouge and Smith's coal dock. Her stern is in twenty-three feet of water. More casks will be sunk and inflated to raise her sufficiently that she may be shoved still further on shore. Considerable patching remains to be done before she can be floated up to a dry-dock.

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<sup>11</sup> disintegrated

On Saturday morning the large steam barge *Raleigh* was bound up laden with coal, and when just ahead of the sunken *Birckhead* at the Lime-Kilns, struck on the edge of the channel, going hard aground. The *Saginaw* went to her assistance and after lightering 250 tons onto herself and Hackett's lighter, with the assistance of the tug *International*, liberated her at 11 o'clock Sunday morning.

The barge *Mary Birckhead*, coal laden for Pt. Huron, bound up in tow of the tug *Annie Moyles*, was sunk on Friday night by collision with the steamship *Roman* at the Lime-Kiln Crossing in Detroit River. The *Roman* proceeded to Ashtabula and was probably not injured. The *Birckhead* was carrying a crew of five men and a woman cook who were picked up. The *Birckhead* is almost entirely submerged. She was owned by Peter H. Fisk of Saginaw, was built at Sandusky in 1867 and rates A 2½ and was uninsured. She lies athwart<sup>12</sup> the stream in such a manner as to almost completely block the channel. Navigators should exercise great caution in passing that point. She lies directly on the Bois Blanc range, about 150 feet below the cut. Boats can pass on either side but the most room is on the east side. Capt. McKay of Cleveland has arranged with Duff & Gatfield to maintain a light on the wreck until it is removed. The owner of the *Birckhead* gave formal notice of abandonment to Collector of Customs Gott on Monday. In the cabin of the *Birckhead* was \$200 in money and \$650 in orders. The captain secured the services of the diver, Adam Kiwash [Kiyoshk], who went down and after bursting in the door got the valuables. On Tuesday Collector Gott sent messages to the wreckers from surrounding places asking for tenders for the removal of the obstruction. Capt. F.B. Hackett with his tug *International* was busied on Monday and Tuesday stripping the boat of its anchors, chains, riggings, etc. which were put in the old pavilion at the rear of the Lake View House. Collector Gott had men stationed both below and above the crossing to warn the boats at night of the dangerous obstruction.

With the exception of the ferries, the rest of the boats have been laid up. The cabins of the *Victoria* have been changed, radiators placed in the middle, doubling the cabins' seating capacity.

October 16, 1891

No disaster ever occurred on the lakes which had the same importance as the

<sup>12</sup> crosswise

sinking of the *Susan E. Peck* on Lake George Flats below the Sault Ste. Marie Canal, because navigation was completely blocked. She lies about 1500 feet below the elbow, with her rails above water. Her bow and stern are apparently both resting on the bank of the cut and she is listed to starboard. It is thought that little trouble will be experienced in pumping her out after the breach is patched. Two of Dunbar's dredges were at the scene of the wreck Sunday noon in response to Gen. Poe's orders to dredge a channel around the *Peck*. Two others began work Monday morning. It was expected that the work would be completed last (Thursday) night, as it was necessary to cut a channel 600 feet long to an average depth of 16 feet. A large number of vessels of all sizes accumulated at the Soo and others in Lake George. It is estimated that about 140 vessels, mostly large freighters, were on Lake Superior or in the Soo River and most of these reached the elbow before the cut was dredged.

The tug *Oswego* of the Grummond Line, one of the oldest tugs on the lakes, burned to the water's edge Saturday evening. The *Oswego* started down from Marine City Friday, having the schooner *Young America* alongside. About 6 o'clock Saturday evening, as the vessels were opposite Walkerville, fire was discovered in the lamp room of the *Oswego*. The blaze had a good start and the efforts of the crew to extinguish it was fruitless. The entire crew of twelve persons then boarded the *Young America* and the burning tug was cut loose. Capt. J.C.H. Pringle of the tug and Capt. Cal. Davis of the *Young America* set out in a yawl boat and again boarded the blazing boat. An effort was made to start the inspirators,<sup>13</sup> but without success. The engine was then started for a few minutes to keep the boat clear of several up-bound vessels. The two masters were then obliged to again retreat from the boat. The *Oswego*, with her entire upper works afire, floated slowly down the middle of the stream and when last seen, about 9 o'clock, was going down through the middle ground. The *Winslow* went out to her and kept near her to prevent her from running into any of the boats in the river and setting them afire, but her services were not needed. The *Oswego* was built in Philadelphia in 1857 and was rebuilt in 1873. She was rated as A 2½ and was valued approximately at \$12,000. She has been in Captain Grummond's possession for many years. The burned boat was insured for \$10,000.

<sup>13</sup> possibly refers to the ejectors; devices which use a jet of steam to create a vacuum for the removal of air or water. In this case, the inspirators would have been started to pump water to fight the fire.

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October 23, 1891

The schooner *Queen City* was released from Point Pelee last Sunday night by the tug *Onaping*.

The sunken *Birckhead* was run into twice on Wednesday by unknown boats and all her starboard side was stove in.

The *Raleigh* is at Wolfe & Davidson's yards, Milwaukee, for repairs. She broke a couple of planks when aground at the Lime-Kilns.

The owners of the steamer *Lakeside* have let a contract for the building of a large and powerful side-wheel steamer to be placed on the route between St. Catharines and Toronto early next year. On her completion, the *Lakeside* will ply between Grimsby and Toronto.

The Canadian tug *Jessie*, owned in Sarnia, sailed by Capt. McAlister, was seized on Saturday last by Preventive Officer Wm. Caldwell for neglecting to report inwards and outwards on May 18th, when she was on her way from Toledo to Point Edward. A fine of \$400 was imposed, which was paid.

The passenger propeller *Atlantic* of Grummond's line struck a rock near Sandusky Sunday morning and commenced to leak. Capt. Jones ran his boat on the beach at Kelly's Island, where she now lies. Her exact condition is unknown here. A wrecking expedition has gone to her assistance.

When the blockade at Sault Ste. Marie, caused by the wrecked steamer *Peck*, was raised on Thursday afternoon of last week, nearly 200 vessels had gathered at both ends of the Sault. The first of the imprisoned fleet to pass Amherstburg, bound down, was the *Castalia*, Capt. C.C. Allen, at 4 o'clock Saturday afternoon, followed by the big *Pope* an hour later.

Tenders were asked by Collector Gott for the removal of the *Mary Birckhead*, sunk in the channel just below the Lime-Kiln Crossing, and were forwarded to the Customs Department last week. There were twenty tenders ranging from \$1800 to \$5025, the lowest being that of Capt. John Quinn, which was accepted. The work is to be done to the satisfaction of the Department.

On Saturday as the yacht *Bertha* of Buffalo, N.Y., was going down the lake about four miles from Port Dover Lighthouse, the boat lurched in the trough of the sea and one of the crew fell overboard and was drowned. The body was not recovered.

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October 23, 1891

Whaleback *102*, which was aground at Amherstburg, cost \$3500 to repair.

The tug *Crusader* went through herself when off Port Burwell with a tow of vessels Friday morning.

Right on the heels of the announcement that Wheeler had given the contract for a duplicate of the *Tampa* comes the report that James Davidson has commenced to lay the keel for another new wooden steamer to be a duplicate in every respect of the one now on the stocks. She will be 325 feet long over all, 42 feet beam and 20 feet moulded depth.

The schooner *Lottie Wolf* from Chicago, loaded with corn, ran on a reef off Hope Island, Georgian Bay, a few days ago. The vessel is a total wreck; crew saved. The *Lottie Wolf* was a little larger than the ordinary canal size, registered 318 tons, was built at Green Bay by Wolf in 1866, was valued at \$5500, rated A 2 and was owned by Dunham of Chicago. Hull and cargo were insured in Chicago.

The Detroit Dry-dock Company, Globe Iron Works of Cleveland and Craig of Buffalo are figuring on a new ferry boat for the Detroit, Belle Isle & Windsor Ferry Company, and the lowest bidder will get the job. Mention was made some time ago about this new boat, and nothing now remains to be said, except that she will be 120 feet long over all and will have one-third more capacity than any other boat in the line.

Dispatches announced the stranding of the schooner *Queen City* on Point au Pelee during the heavy gale on Monday the 12th. Monday's northeast gale had full sweep on her and she was in very bad shape. A wrecking expedition went down. The *Queen City* was built at Bay City by Dickson in 1873, registered 612 tons, is valued at \$19,000, rates A 2 and is owned by Palmer, Benham and others of Cleveland. The *Onaping* was working on her.

Half a dozen Canadian vessels at Chicago are unable to get a load for Kingston at any price. The absence of elevators at the latter port is responsible for this. Grain going to Montreal for export is transhipped at Kingston from lake vessels into St. Lawrence River barges direct. Just now there are no ocean steamers to take the grain from Montreal and the whole traffic by that export route is blocked clear to its source, there being no elevators on the way where grain can be stored. The Canadian boats now lying in Chicago have non-union crews and are in constant danger of assault by the Seamen's Union. The barges are kept at anchor in the basin while the steamers skirmish as general protectors and supply ships.

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October 30, 1891

The wreck of the *Susan E. Peck* has been raised in the Soo River and a free passage again opened.

The tug *Charlton* will be stationed at Duff & Gatfield's during the remainder of the season in readiness to assist distressed vessels.

Col. Anderson, chief engineer of the Dominion Marine Department, left Ottawa this week on a tour of inspection on the upper lakes.

For the remainder of the season the steamer *Frank E. Kirby* will leave Detroit for the islands and Sandusky Monday, Wednesday and Friday mornings at 8:30 a.m., returning alternate days.

It is reported that the average net earnings of the boats in the Northern Steamship Line this season will be \$30,000 for each. These boats are exceptionally favored with quick despatch, however.

The *Saginaw* is lightering the *Conemaugh*, sunk in the Detroit River below Sandwich. Already they have taken off three cargoes of flour. Three steam pumps were put on Wednesday and, from present indications, the steamer will be raised by Sunday.

The propeller *F.E. Spinner* and consorts *Shawnee* and *Godfrey* are loading lumber at Ashland for Milwaukee. It is altogether likely they will be laid up for the season when they arrive at the latter port. It is possible the *Tom Adams* will be laid up on November 1st to save the November hull insurance.

Capt. John Quinn, whose tender for \$1800 for removing the wreck of the *Mary Birckhead* was accepted by the Customs Department, gave up his job and on Monday the contract was let to A. Hemenger of Port Huron and F.B. Hackett of the town. On Wednesday the wreck was blown up with dynamite.

Word has reached Sarnia of the sinking of the propeller *Sovereign* Sunday night in Lake Superior, about ten miles southeast of Lamb's Island, in between 300 and 400 feet of water. The *Sovereign* was owned and sailed by Capt. Patrick Kerwin of Sarnia, who purchased her about two years ago from the Beatty Line. She was insured for \$10,000.

The steam barge *Alpena* was destroyed by fire on Lake St. Clair on Monday night. The crew is thought to have escaped. The *Alpena*, with the barges *Antelope*, *City of the Straits* and *Potter* in tow, was bound down, lumber laden, from Marquette. The barges were at anchor near the scene of the disaster, about three miles below the canal. The *Alpena* was owned by J.W. Westcott of Detroit and valued at \$24,000.

"If dams are to be used to get more water in the lakes," says Capt. Marshall, the Government Engineer at Chicago, "they must be placed at the outlet to each lake. A dam at Niagara Falls might raise Lake Erie 2 feet but the effect on the upper lakes would not exceed a couple of inches. To raise Lakes Huron and Michigan, a dam across St. Clair River would be required. In two or three years the water in the Great Lakes will be so high that people will be clamoring against that as much as they are now against low water. The only practicable way to get more water in the lake channels is to dig deeper. The charge that the deeper channels are the cause of the low water, or in other words, that the lakes have been drained by the St. Clair Flats Canal, is all nonsense. It is a cardinal principle of engineering to decrease the capacity of any outlet just as much as it is increased by digging in all river improvements the natural movement of the water is preserved with the greatest care."

At 7:30 o'clock Wednesday night of last week the Anchor Line steamer *Conemaugh* and the *New York* of the Union Line came into collision in Detroit River a short distance below Smith's coal dock, resulting in the sinking of the *Conemaugh*. She lies close to the bank on the Canada side just below Sandwich with the top of the cabin just above water. The cause of the disaster was probably due to the misunderstanding of signals. At the time they were passing, the steam barge *Burlington* with four barges in tow was rounding to at Smith's dock. She exchanged two whistles with the *Conemaugh*, which starboarded so as to pass astern of the tow. The *New York* was coming up just below and the boats came together astern of the *Burlington's* tow with terrible force. The *Conemaugh* had 1850 tons of flour and other package freight and was bound from Chicago to Buffalo. She is a wooden steamer, built at Bay City in 1880 and valued at \$80,000. The *New York* was but little damaged and proceeded to Chicago. The boat was struck on the bluff of the starboard bow by the *New York's* stem, which opened up the side of the *Conemaugh* for a considerable distance, breaking the timbers. The damage thus done is very serious. The force of the blow turned the *Conemaugh* sharply around so that she reached the channel bank heading upstream, in which position she now lies with thirty-two feet of water on the outer side and twenty-one feet inside. The *Saginaw* has the contract to raise her.

November 6, 1891

H.D. Edwards & Co. of Detroit last week received the largest towline ever seen around these parts. It is for the tug *Sea Gull*, to be used for wrecking purposes. It

is 1200 feet long, fifteen inches in circumference, is made of pure Manilla fibre and weighs over 8000 lbs.

Capt. James Reid of *Armour-Pontiac* wrecking fame, will establish a wrecking business in Detroit next spring with offices at the foot of Randolph Street. He has given up hope of releasing this winter the schooner *Golden Fleece*, ashore near Dunkirk, Lake Erie, but will resume work on her next spring.

Thomas Johnson, J.S. Dunham's wrecking master, and Capt. Martin Howard of the wrecked schooner *Wolfe* reported on returning to Chicago that the loss of the schooner was due to the fact that it took four days' time to get the pumps to her from Windsor by the Grand Trunk Railroad. Had the pumps arrived in time, the schooner would undoubtedly have been saved.

Capt. Alexander McDougall was in New York last week making final arrangements for the building of a large dry-dock at West Superior near the present site of the steel barge works. The dock will be 500 feet long and capable of docking the largest vessels afloat on the lakes. It will be built this fall and be ready for use next spring. The American Steel Barge Co. will own and operate the dock.

In carrying 3239 gross tons or 3628 net tons of ore from Escanaba to Buffalo, the big steamer *E.C. Pope*, now owned by Eddy Bros. of Bay City, has again broken her own record of the largest cargo ever taken throughout rivers, this time by eighteen tons. The *Maryland's* largest cargo from Escanaba to South Chicago was eighty-three tons in excess of that taken by the *Pope* to Buffalo. The *Pope* was unloaded at Buffalo in sixteen hours' actual working time.

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November 6, 1891

The insurance losses on the lakes for September and October are estimated at \$465,000. The two months taken together are without precedent.

The two-masted schooner *Jennie White*, coal laden for Detroit, ran aground at the foot of Bois Blanc yesterday (Thursday), but was released by the *International*.

The "103", in tow of the tug *Traveller*, was aground at Bar Point on Sunday; the *Pasadena* was on on Friday and the *Kallyuga* on Tuesday. The *Saginaw* released the latter.

The *Conemaugh*, which was sunk by the barge *New York* near Chappell's about two weeks ago, was successfully patched and raised on Sunday by the *Saginaw*. She was towed to Detroit and is now lying at the copper dock there.

The little passenger propeller *City of Windsor* went ashore on Point aux Barques on Sunday morning in the southwest gale. The wind shifted to northwest in the

afternoon, but the stranded boat was released undamaged and towed into Sand Beach Harbor by the tug *Winslow*. Had she remained a few hours longer, she would have gone to pieces.

R. Thompson & Co. of Windsor have received orders from Smith, Davis & Co., underwriters of the burned barge *Alpena*, to take charge of the lumber that came off that boat. On Monday W.J. Pullman drove up the shore of Lake St. Clair and found that for miles around farmers had been drawing it away, no less than forty teams being at work one night. If they refuse to settle for the lumber taken, criminal proceedings will be commenced.

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November 6, 1891

**Notice to Lake Mariners.**-A new work, the need of which has long been felt by navigators of the Great Lakes, is to appear within a short time, entitled, "A Manual of Navigation for the Lakes." The "Manual" is designed for a practical instructor to prepare masters, mates, pilots, etc. for their duties on the chain of lakes. The aim has been to omit the discussion of astronomical subjects (as the nautical work has already been done by the Government in a thorough manner) and devote the entire pages to practical teachings. The "Manual" will have, among others, chapters on the following subjects: Right Plane Trigonometry; The Mariner's Compass; Plane Sailing; Middle Latitude Sailing; Parallel Sailing; Traverse Sailing; Current Sailing; Oblique Sailing; Mercator's Sailing; Construction of Charts; Finding Compass Errors; Magnetism, effect of on Compass; Terrestrial Magnetism; and fifty-three pages of tables designed especially for the lakes. A novel and interesting portion of the work is the chapter on Propeller Wheels, an analysis of their work, finding of the pitch, proportion of the size to the power, etc. The author, H.C. Pearsons, the well-known surveyor, civil engineer and compass adjuster of Ferrysburg, Mich., is one of the most competent writers connected with the lake navigation, and the years he has spent studying the needs of lake mariners especially fits him for the compilation of such a work. The popularity of the articles written by him for "*The Marine Record*" is evidence of his ability in his chosen field. The work is being printed from new clear type on an excellent quality of paper, bound in leather and is of the "handy" size, and nothing has been spared to make the book complete, attractive and durable in every way. The price has been placed as low as good workmanship will allow, viz., \$2 per copy, postage paid. Orders are already being booked for the work and we predict for it an immense sale. Any further information can be had by addressing the publishers, BISSELL & SCRIVENS,

Cleveland, O., or orders may be sent to the office of this paper.

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November 13, 1891

The small steam barge *J.S. Ruby* was totally destroyed by fire Monday night near Stag Island, eight miles below Port Huron. She was owned by Ruby & Flumer of Mt. Clemens and was valued at \$8000.

The *Forest City*, loaded with iron ore, ran aground at Fighting Island early Saturday morning. The *Saginaw* went to her aid, after lightening part of her load on Hackett's lighter and herself, released her on Sunday. The boats were brought here and the cargo reloaded.

During the night on Sunday night the large steam barge *John B. Lyon* grounded on Middle Ground between the Dummy and Pelee Island. On Monday the *Saginaw* left here with a crowd of men to render assistance and, after throwing 800 or 900 tons of coal into the lake, released her. She was got off just in time to avoid a serious disaster.

Capt. F.B. Hackett has completed the contract for the removal of the wreck of the *Mary Birckhead* and the channel is now perfectly clear, and Capt. Hackett is not afraid to allow anyone to examine the work. He was assisted by Captain Hemenger of Port Huron. The job was a very difficult one for the divers, owing to the swift current. All large boats passed over in safety on Wednesday, notwithstanding the low water.

The disabling of the new Detroit dry-dock before it was actually ready for business will be severely felt by the company, as preparations had been made for a lively fall and winter's business. A large number of vessels had contracted for repairs, all of which will have to be abandoned. What was supposed to be only a slight leak proves to be a regular wash-out, which will require the building of a single cofferdam outside the gates before it can be repaired, and this will require at least several months to complete.

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November 20, 1891

F.W. Wheeler, the Bay City ship-builder, is lengthening the passenger steamer *Ossifrage* eighteen feet and generally rebuilding her for service between Mackinac Island and Sault Ste. Marie next season.

Whaleback *McDougall* with a party of eastern capitalists has gone to the Pacific coast to locate the new whaleback ship-yards, to be located at a new town called Everett, about fifteen miles from Seattle, Wash. Several whaleback steamers for

service on the Pacific coast will be built.

The schooner *Marquis* broke her anchor chain while riding out a gale on Providence Bay Wednesday night of last week and was blown on shore and completely wrecked. She was loaded with lumber for Detroit and the cargo is scattered along the entire coast.

In Sunday night's gale the schooner *Montcalm* of Toledo, loaded with iron ore, became unmanageable and was driven among the rocks within 100 yards of the shore half a mile below Selkirk on Lake Erie, where she now lies a total wreck. The crew were taken off about 1 o'clock next afternoon, the gale having subsided somewhat.

William Mann, contracting agent for McDougall's whaleback boats, was in Detroit this week to meet a syndicate which is figuring on having a fleet of whalebacks built. Mr. Mann states that the big whaleback passenger steamer for service during the world's fair will certainly be built. She will cost over \$600,000, will be 550 feet long, will have three decks and cabin accommodations for 3000 people.

The Anchor Line has contracted with the Union Dry-dock Company for a new steamer of the monitor pattern, 308 feet over all, 275 feet keel, 40 feet beam and 26 feet deep. This contract was made last week and later, so it is reported, contracted with the Globe and Detroit Dry-dock Companies for duplicates. The three greatest ship-building firms on the lakes will thus have a chance to see who can turn out the best job. The contract price of each boat is \$198,000.

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November 20, 1891

Isaac Watt has stationed the wrecker *Saginaw* at Duff & Gatfield's, Amherstburg, for the balance of the season.

The barge *Marcus*, loaded with lumber for the Thompson Lumber Co. of Windsor, is ashore and sunk in Providence Bay.

J. & T. Hurley have purchased the lake tug *Wilcox* (Capt. R. Tobin) from A. Cheeseboro of Detroit. She will be stationed at Detroit for the balance of the season for wrecking purposes.

Commander Ludlow has changed his orders concerning the lights on Simmons' and Gray's Reefs and at White Shoal Lake and will keep them burning until Dec. 1st, if possible.

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November 27, 1891

The *International* released the *Muskoka*, aground at Bar Point, on Wednesday. Capt. F.B. Hackett's offer for the material taken from the *Mary Birckhead* has been accepted by Collector Gott.

W.H. Noble of the Marine Department, Ottawa, was here this week making arrangements for repairing damages to the *Dummy*, the work he had done two years ago being in danger of being carried away.

The *Arizona's* tow, barge *Plymouth* with 1200 tons of coal, ran aground on Monday evening southeast of Bar Point Lightship and was badly shaken up. She was released on Wednesday by the *International*. The vessel is badly damaged and has gone to Detroit for repairs.

The large steam barge *Philip J. Armour* came in for coal on Monday and, when fully 50 feet from the dock, struck. She released herself, coaled up and started out when she again struck and again released herself without much trouble. When opposite Wigle's mill, she ran aground and was not released until the next morning by the tugs *Jessie* and *International*. Low water was the cause of the trouble. On Tuesday last the water was again very low, being only a few inches higher than it was on Tuesday of last week.

The life-saving crew at Holland, Mich., have reported that wreckage and timber have come ashore near the harbor. That some craft has gone down is certain, but the name of the vessel or whether the crew were lost is not known.

The schooners *Apprentice Boy* and *Windsor*, while making the harbor at Manitowac, Wis., for shelter Saturday morning, came in collision. The former sustained slight damage but the *Windsor* was badly crushed between the *Apprentice Boy* and the piers, and has sunk.

The steamer *Samuel Mather*, from Duluth for Buffalo with 58,000 bushels of wheat, collided with the steamer *Brazil* eight miles out from Iroquois Point, near Sault Ste. Marie, at two o'clock Sunday morning. The *Mather* sunk in twenty minutes, the *Brazil* being but slightly damaged. The crew were saved.

The tug *Temple Emery*, towing two scows used for transporting logs across Lake Michigan, while twenty miles south of the Manitous, Lake Michigan, Thursday of last week was forced to let go of the scows and run to the island. The wind was a gale from the southwest and when last seen they were in bad shape. The boats had a total crew of nine men aboard, whom the tug was unable to get off, and it is feared the boats with the crews are lost. The boats were light on their way for a load.

The steamer *Telegram* on Tuesday came up from Pelee Island and unloaded 49 hogs and a quantity of wheat. The latter was ground at Colin Wigle & Bro.'s mill and taken back to the island by the boat on her return trip. The boat made her last trip yesterday (Thursday) and brought up 40 hogs.

The *Riverside* made her last trip of the season on Saturday and returned to lie up on Sunday. She lies up a week earlier than last year. The fare on the M.C.R. is not yet raised. In former years the *Riverside* ran until the ice prevented, but owing to the great convenience of the 9 o'clock train, the passenger traffic by boat has greatly diminished in cold weather.

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December 4, 1891

The steam barge *E.B. Hale* and consort lay in Callam's Bay on Tuesday, owing to the disabling of her machinery.

The Canadian propeller *Acadia* has been libelled for \$700 at Chicago for damaging some sand scows in the river there.

Thomas King, watchman on the steamer *Robert Wallace*, was washed overboard and drowned while the vessel was crossing Saginaw Bay in a storm.

The steam barge *Thos. B. Stimson* called here on Monday night, coaled and left, but when passing Colchester was leaking so badly that she had to return. She was loaded with wheat and went to Detroit.

The floating lights at the Lime-Kiln Crossing were carried away from their moorings on Tuesday by the ice, which has been running out of Lake St. Clair in considerable quantities all day. They were replaced yesterday.

The scoopers at Buffalo are charged with taking an unfair advantage of the Canadian propeller *St. Magnus*. She had been there some days with grain, but the scoopers refused to touch her unless she would pay \$10 per 1000 for shovelling, the regular price being \$4.

The steam barge *Scranton* struck on Bar Point between 12 and 1 Tuesday morning, half a mile east of the lighthouse and half a mile south of the sunken propeller *Philadelphia*. There was 17 feet of water in her hold. The tug *International* went to her and she was raised and taken to Detroit yesterday morning.

The *Goodell*, which was reported lost in the gale of Thursday of last week with all hands, weathered the raging storm and is now beached at Bayfield, Ont. The crew suffered terribly from cold and exposure, on account of which they are badly frozen. It is thought that none were fatally chilled.

There is no longer any question as to the fate of the schooner *Finney* and her crew. The two spars sticking out of the water off Long Point have been visited by two of Capt. Riordan's sons and they both identified them as belonging to the *Finney*. They say there can be no doubt about the identity, as they both worked on the *Finney* and helped to fit the spars. It is now the prevailing opinion that the *Finney* is on the bottom and that not a member of the crew escaped.

At Buffalo Monday night ninety grain-laden vessels were waiting for elevators, with an aggregate of nearly 5,000,000 bushels. Over forty vessels were booked for the city elevator. Very slow work has been done in discharging cargoes. Rail houses are all full and cars are scarcer than ever. The roads are blocked with grain-laden cars at the seaboard. Movements up and down the harbor were slow and difficult. About two dozen owners from western ports were there, but they cannot make elevator room or cars.

The Anchor Line propeller *Philadelphia*, bound down with flour from Milwaukee to Erie and Buffalo, passed here on Monday at midnight. When near Bar Point, her machinery became disabled and she drifted out of the channel, struck and sunk in 3½ hours. She was half a mile east of Bar Point Lighthouse and in about 16 feet of water. The *Saginaw*, with steam pump on board, went to her assistance Tuesday afternoon. She is valued at \$45,000. Her decks were out of water. The dry flour on the *Philadelphia* will be taken off and sent to Buffalo by rail from Detroit, where she was taken yesterday morning after being raised.

At Cheboygan, Mich., Grummond's wrecking tug, the *Leviathan*, was completely destroyed by fire at midnight Saturday. The steam pumps and all the wrecking implements are a total loss. The origin of the fire is unknown. She drifted down the river all afire, but was pulled back on the riverbank by the tug *Stroan* and rested on the bottom, still burning. The loss is estimated at between \$15,000 and \$20,000. The boat was commanded by Capt. J. Laframboise of this town and has been engaged in the wrecking business all season. This is the third boat that has been burnt while under Capt. Laframboise's command - the *Lake Breeze* at Leamington Nov. 26th, 1878; the tug *Stranger* in 1886; and now the *Leviathan*.

The large steam barge *Robert Mills* struck on Colchester Reef Thursday night of last week. A terrible gale was blowing, but she managed to reach Bar Point and sank about a mile southeast of the American lighthouse. She had on board 2000 tons of hard coal. The crew were safely taken off. The wrecker *Saginaw* left on Friday morning for the wreck, with steam pumps and a diver aboard, to release her. The steam pumps succeeded in lowering the water in her hold eight feet, which

enabled the fireman to get up steam. After lightering off about 300 tons of coal, the *Saginaw* succeeded in releasing her and she was towed into port here on Sunday afternoon, where she was reloaded, and taken to the dry-dock at Port Huron. She evidently struck the obstruction on which the steamer *Grecian* was damaged last summer and which was afterwards located by Capt. McKay and Capt. John Swainson, who found it to be a part of the same nest of boulders located on the charts but extending three-eighths of a mile farther south than is indicated, thus bringing it to within a very short distance of the regular course. Due notice was given at the time and the place was marked with buoys, which have doubtless been carried away by this time. The *Mills* was valued at \$120,000 and insured for \$100,000.

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December 4, 1891

The level of the water in the Great Lakes appears to be still falling, although the recent high winds produced temporary local variations. For October, the level of Lake Huron was 579.77 feet above the mean level of the sea at New York. This was twenty-two inches below the average of the past nineteen years. In 1871 it was 580.59 feet, which is the lowest record of any year until the present.

A report was circulated in Detroit last week that there was no coal on the docks at Amherstburg. That is a falsehood made out of whole cloth, as both of our local dealers were, and are still, well supplied with that mineral. O.W. Shipman had on his docks over 200 tons and J.G. Mullen had 700 tons. Both men were prepared to coal any boat, large or small, and in fact at no season of the year is it necessary for boats to go to Detroit in preference to Amherstburg for coal, as they can get all they require here, and cheaper than Detroit dealers ask for the same quality.

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December 11, 1891

The steam barge *James S. Pease*, which went into Cleveland from Lake Superior Tuesday of last week, caught fire about noon and was nearly destroyed before the fire department extinguished the flames. There were two men and the cook in the after cabin, which was burning, and only one of the three, the cook, Anna L. Bennen, was saved.

No decision has been reached by the Dominion Government with reference to the proposal to change the width of the entrance gates at the Sault Canal. The new lock on the Michigan side is being constructed 600 feet long by 100 feet wide, with gates of the same width, and the suggestion has been made that the lock on the

Canadian side should be modelled on the same plans. It is said, however, that Mr. Trudeau is inclined to favor a lock 900 feet long and 60 feet wide. The advantages to be derived from a lock of this size are that three vessels could be placed in it in succession, instead of four vessels in pairs, as would be the case with the shorter but wider basin, and the narrower gates could be opened and closed more expeditiously. Another proposal is that the Government should construct two separate basins side by side, so that either lock would be available if the other were damaged.

**New River Steamer.-For the Amherstburg-Detroit Route.**-Yesterday's *Detroit Free Press* says:-"The Detroit Dry-dock Company have closed a contract with the J.P. Clark estate for a steel screw steamer costing \$75,000, to take the place of the *Riverside* between Detroit and downriver points. She will be 165 feet long over all, 35 feet beam and 9½ feet deep and in general appearance, both inside and out, will resemble the *Frank E. Kirby*. She will have triple expansion engines with cylinders 16, 24 and 38x24 inches and steam will be furnished by two steel boilers 7½ feet in diameter and 21 feet long. She will be handsomely fitted up and will be ready for service in the spring. This steamer will have a guaranteed speed of seventeen miles an hour and that she will be the fastest propeller on the lakes goes without saying. Mr. Kirby has never before designed a screw-boat of this speed and it is confidently expected he will use his best efforts, and they are always effective, to make her unrivalled as a speedy boat."

December 18, 1891

The Secretary of the U.S. Treasury asks for two new revenue cutters for Lakes Michigan and Ontario.

The libels were dismissed in the cases of the steamship *Castalia* for \$9000 damages for collision and the propeller *Maruba* for \$2000 damages by Judge Swan.

The total number of lives lost by marine accidents on the upper lakes and rivers during the season just closed was 57, most of whom were drowned during November. The chief disaster of the season, so far as loss of life is concerned, was the disappearance of the schooner *Thos. Hume* on May 28th. No tidings have ever been heard either of the vessel or any of her crew of seven people. Five persons were drowned by the foundering of the barge *Atlanta* off Whitefish Point on May 10th, and four went down with the schooner *W.C. Kimball* off Frankfort on May 12th. On Sept. 29th five persons were drowned by the foundering of the tug *Bertha Enders* off Point Iroquois and five others were drowned on the same day by the foundering of the schooner *Frank Perew* off Whitefish Point. Eight people were

killed by the explosion of the boiler in the tug *C.W. Parker* at Chicago on Oct. 5th, and six men were lost with the schooner *Finney* on Lake Erie on Nov. 20th. These are not all the disasters by which life was lost, but they are the principal ones for the season.

December 18, 1891

**The New River Steamboat.-A further description.**-Referring to the new steamer for the Amherstburg-Detroit Route, which we mentioned last week, the *Wyandotte Herald* gives the following particulars:-"The consent of all the heirs has been secured in writing so that there is now no possibility of the project falling through. The chimney will be surrounded by iron casings, extending up through the cabins and completely insulating the stack from all joiner work. The coal bunkers will be of iron. The dining room and galley will be in the after hold, with the crew's quarters back of them. The officers' quarters will be in the texas, aft of the pilot house. The arrangement of the decks and cabins will be such as to insure a large amount of space for handling freight, as well as plenty of open deck for excursions. On the main deck forward a commodious smoking room will be situated. A little aft of midship will be the engine room, with the clerk's office back of that. Two stairways will lead from the forward gangway to the promenade deck, and another from the main deck to the cabins aft. The main cabin, on the promenade deck, will be somewhat larger than the *Riverside's* and will be furnished in a style equal to that of the *Frank E. Kirby*. Closets and a nursery room will be open off from the cabin and will be equipped with the best modern fixtures. There will be 5½ feet of open space between the cabin and the outside rail. A skylight, extending from pilot house aft to the fan-tail, the whole length of the promenade deck, will impart a cheerful effect. The boat will be equipped entirely with life preservers, doing away with life floats. One peculiarity which will distinguish her from all other boats on the lakes will be a flaring hull. This feature will insure great stability, as the more load the boat has on, the greater beam she will have in the water, making her just as staunch as a boat with guards, while doing away with the latter and eliminating all danger from fenders and listing. The hull will be of steel, the boat to have a carrying capacity of 1200 people. According to contract, she is to be completed by June 15th, 1892, in time for the opening of the excursion business, and must develop a

guaranteed speed of 17 miles an hour. The cost of the new boat is to be about \$70,000, the Detroit Dry-dock Co. taking the *Riverside* in part payment. The dry-dock people expect to dispose of the *Riverside* to Gillman and Barnes to run between Detroit and Des-Chree-Sho-Ska. Frank E. Kirby prepared the plans for the new boat, ably assisted by E.N. Clark. The latter had been indefatigable in his efforts to secure a fine modern steamer, devoting a great deal of time and thought to the matter. All the appointments will be first-class and the boat will be as far ahead of all other stern-wheelers on the lakes as the *F.E. Kirby* is ahead of previous side-wheelers. It is thought probable that the steamer will be christened the *J.P. Clark*, although the name has not been definitely decided upon. Preparations to start work are now being made at the Wyandotte ship-yards."

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 Indexed by Jennifer MacLeod

## Local Residents with Marine-related Jobs, 1891 from the 1891 Census

### I. Town of Amherstburg

| <u>Name</u>             | <u>Age</u> | <u>Occupation</u>         |
|-------------------------|------------|---------------------------|
| Allen, Christopher      | 44         | mariner                   |
| Allen, Louis            | 19         | mariner                   |
| Anderson, Andrew        | 45         | seaman vessel             |
| Anderson, John          | 40         | mariner on sailing vessel |
| Auffret, John F.        | 43         | mariner sailing vessel    |
| Belcour, Andrew         | 56         | sailor on vessel          |
| Belcour, Louis          | 23         | sailor on steamboat       |
| Bernard, John           | 36         | mariner on steamboat      |
| Biron, Charles          | 24         | sailor steamboat          |
| Brantford, George       | 43         | fireman steamboat         |
| Brantford, William H.   | 22         | cook on steamboat         |
| Brown, John             | 23         | sailor steamboat          |
| Brown, Robert J.        | 26         | mariner on vessel         |
| Brush, Hardy P.         | 45         | mariner                   |
| Bush, Luther            | 55         | mariner                   |
| Bush, William           | 33         | mariner                   |
| Cooper, George          | 62         | cook on vessel            |
| Duncanson, Donald       | 27         | mariner on steamboat      |
| Duncanson, John         | 69         | mariner on sailing vessel |
| England, William        | 31         | mariner                   |
| Falemar, James          | 37         | mariner                   |
| Feney, James            | 34         | engineer steamboat        |
| Foster, John A.         | 27         | cook on steamboat         |
| Ganes, Frank            | 26         | mariner                   |
| Gatfield, Edward C.     | 44         | mariner                   |
| Girardin, David         | 16         | mariner on sailing vessel |
| Girardin, David         | 44         | mariner on vessel         |
| Gordon, James           | 57         | mariner vessel            |
| Graveline, Pierre Felix | 32         | sailor steamboat          |
| Green, John             | 42         | cook on steamboat         |
| Hackett, Frank          | 49         | mariner on tugboat        |
| Hackett, Frank J.       | 30         | mariner                   |

| <u>Name</u>          | <u>Age</u> | <u>Occupation</u>         |
|----------------------|------------|---------------------------|
| Hackett, Gordon      | 21         | mariner on tugboat        |
| Harris, Thomas       | 64         | fireman on steamboat      |
| Hawkins, Lewis       | 27         | mariner                   |
| Hayes, Thomas        | 38         | mariner                   |
| Holton, John         | 34         | cook on vessel            |
| Holton, William      | 24         | cook on vessel            |
| Horsley, Alfred      | 35         | mariner on sailing vessel |
| Horsley, George      | 37         | mariner on sailing vessel |
| Horsley, James       | 54         | mariner on sailing vessel |
| Horsley, John        | 45         | mariner on sailing vessel |
| Hunt, William G.     | 66         | steamboat engineer        |
| Hutton, John         | 44         | mariner                   |
| Jarmin, James        | 47         | mariner on steamboat      |
| Jones, Asa           | 24         | cook on sailing vessel    |
| Jones, John          | 63         | sailor on sailing vessel  |
| Jones, John F.       | 31         | mariner on steam barge    |
| Jones, William       | 54         | fireman on steamboat      |
| Kett, Nathan         | 63         | mariner                   |
| Kett, Robert         | 20         | diver                     |
| Kirtley, James A.    | 31         | cook steam barge          |
| Kirtley, Moses       | 29         | cook on steam barge       |
| Kolfage, Edmund      | 27         | mariner                   |
| Kolfage, Walter      | 34         | mariner                   |
| Laframboise, Frank   | 26         | mariner                   |
| Laframboise, Jacques | 52         | mariner                   |
| Manson, John         | 45         | lighthouse keeper         |
| McCormack, John      | 43         | sailor                    |
| McCurdy, George      | 39         | mariner                   |
| McGuire, Edward      | 32         | mariner                   |
| McGuire, James       | 43         | mariner                   |
| McKenney, Isaiah     | 56         | cook on steamboat         |
| McMullen, Robert     | 39         | mariner on vessel         |
| Meloche, Albert      | 26         | sailor on steam barge     |
| Meloche, Frank       | 28         | sailor on steam barge     |
| Menzies, William     | 27         | mariner                   |
| Morin, Eli J.        | 39         | mariner on sailing vessel |
| Morin, Gilbert       | 24         | sailor on steam barge     |
| Mullani, John        | 26         | mariner on steamboat      |

| <u>Name</u>            | <u>Age</u> | <u>Occupation</u>      |
|------------------------|------------|------------------------|
| Munro, William         | 52         | cook on steamboat      |
| Munro, William H.      | 31         | cook on steamboat      |
| Nall, Gordon           | 19         | mariner                |
| Nanu, Peter            | 53         | sailor                 |
| Nicholson, Duncan      | 42         | mariner                |
| Norvell, Walker        | 25         | mariner                |
| Park, Frank            | 30         | mariner on steamboat   |
| Powell, Joseph         | 60         | mariner                |
| Quinlan, Thomas        | 43         | mariner                |
| Reynolds, Daniel       | 46         | fireman on barge       |
| Ridsdale, Frederick W. | 24         | mariner                |
| Roshleau, Alexander    | 46         | sailor on steam barge  |
| Sawyer, Robert         | 41         | mariner on steam barge |
| Sharp, Henry           | 24         | sailor steamboat       |
| Sheppard, Joseph       | 50         | steamboat fireman      |
| Smith, Clarence E.     | 35         | cook on vessel         |
| Smith, Filo            | 24         | cook on vessel         |
| Smith, James           | 64         | cook on vessel         |
| Smith, Roman           | 27         | steward                |
| Stephens, Joseph       | 27         | cook on steam barge    |
| Stevens, Abraham       | 25         | cook on steamboat      |
| Sunderland, William    | 45         | mariner on steam barge |
| Suthers, John          | 40         | sailor steamboat       |
| Thomas, Philip         | 23         | mariner                |
| Thompson, Royal        | 49         | cook on vessel         |
| Tormey, James          | 35         | mariner                |
| Vanderwood, John       | 25         | cook on steamboat      |
| Veney, Anderson        | 47         | cook on steamboat      |
| Webb, Joseph           | 18         | cook on steamboat      |
| Webb, William          | 21         | cook on steamer        |
| Wilcox, Henry          | 29         | sailor steamboat       |
| Wilson, Pryor          | 33         | cook on vessel         |
| Wisdom, Richard        | 40         | fireman on steamboat   |
| Wright, John H.        | 33         | cook on steamboat      |
| Young, Henry           | 38         | cook on steamboat      |
| Young, Theodore        | 47         | mariner sailing vessel |

It is interesting to note that in the Town of Amherstburg in 1891 there are 634 residents listed with an occupation. Of these, 109 appear in the list above. Therefore, 17% of

Amherstburg's employed residents, or one in six, had a marine-related job.

### II. Township of Anderdon

| <u>Name</u>        | <u>Age</u> | <u>Occupation</u>     |
|--------------------|------------|-----------------------|
| Barns, Edward      | 28         | ship-mate             |
| Bezaire, Dolphus   | 26         | sailor                |
| Brock, James       | 36         | dredgeman             |
| Brown, William     | 24         | boat cook             |
| Burns, Alfred      | 24         | sailor on steamboat   |
| Burns, John        | 48         | steamship captain     |
| Christian, Charles | 21         | boat cook             |
| Fortier, William   | 47         | marine trader         |
| Gatfield, Edward   | 18         | steamship mate        |
| Gatfield, William  | 46         | ship and vessel agent |
| Hannan, William    | 17         | sailor deckhand       |
| Kelly, Henry       | 20         | vessel sailor         |
| Kilby, James       | 40         | dredge engineer       |
| McCarthy, Daniel   | 25         | shipmate              |
| McCarthy, John     | 21         | sailor on steamboat   |
| McGuire, Eugene    | 33         | sailor on steamboat   |
| Morin, Daniel      | 23         | sailor                |
| Nall, James        | 29         | boat cook             |
| O'Connor, Charles  | 21         | sailor                |
| Pettypiece, James  | 28         | vessel sailor         |
| Sanders, Leonard   | 37         | vessel cook           |
| Stokes, Randolph   | 35         | fireman steamboat     |
| Tobin, James       | 39         | steamship captain     |

### III. Township of Malden

| <u>Name</u>        | <u>Age</u> | <u>Occupation</u> |
|--------------------|------------|-------------------|
| Barron, Richard    | 38         | sailor            |
| Boyle, William     | 32         | sailor            |
| Brown, Robert      | 40         | sailor            |
| Gibb, Walter       | 18         | sailor            |
| Hackett, Andrew    | 47         | lighthouse keeper |
| Honors, F. Charles | 26         | sailor            |
| Honors, W. George  | 24         | sailor            |
| Reaume, Frederick  | 22         | sailor            |



## Glossary

- air pump** to increase steam engine efficiency, the steam from the engine is exhausted into a vacuum, thereby using all of the pressure of the steam and most of the heat. This vacuum is created by the use of an air pump connected to the engine's condenser.
- arches** as wooden steam vessels became longer (over 200') their hulls tended to sag along their length. This effect was referred to as "hogging." To counter this, "hogframes" or arches were structured into the hull to give it rigidity. They resembled the arched trusses of a bridge and were installed one to each side of the vessel, running nearly the entire length.
- barge** a vessel having the hull shape of a regular ship but towed by another vessel, such as a tug or a steamer. Can refer to a **schooner barge**.
- bobstay** part of the forward rigging that holds the bowsprit downward.
- bucket** the single blade of a ship's propeller.
- bulwarks** the sides of the hull that are built higher than the main deck.
- capstan** an apparatus used to raise an anchor or take up slack on a line. Similar to a winch, which lies horizontal, the capstan stands vertical and is man-powered with long wood handles.
- centreboard** small shallow-draft sailing vessels used a centreboard which could be lowered below the keel for stability. This board or plate swings vertically from a pivot through the centre line of the keel and is adjustable. It is still used in some modern sailboats.
- consort** a vessel being towed by another vessel. There can be more than one vessel (consort) in a complete tow.
- covering boards** short flat planks fitted flush to the outer edge of the deck between the timberheads (hull frame tops) and stanchions, sometimes thicker than the deck planking.
- crosshead** a large hinge-like fitting on a steam engine that joins together the piston rod and connecting rod to allow the vertical motion of the piston rod to translate itself to the rotating motion of the crank shaft by way of the connecting rod.

**deadwood** located at the sternmost part of the keel, those timbers that give strength to where the keel and sternpost are joined.

**draft/draught** the amount of water needed to float a vessel, usually measured from the lowest part of the keel to the loaded waterline.

**fore and after** refers to a type of schooner with two masts. Three and after, three masts etc.

**keelson** the keel of a vessel was often strengthened inside the hull by additional timbers or straps of steel called keelsons, running lengthwise and fastened to the keel.

**keelson** the keel of a vessel was often strengthened inside the hull by additional timbers or straps of steel called keelsons, running lengthwise and fastened to the keel.

**knightheads** two heavy timbers built vertically deep into the bow to hold the bowsprit from slipping sideways.

**leadline** (pronounced /led); a lightweight line marked off in fathom (6 feet) increments with a lead weight attached to the end for heaving overboard and "sounding" the bottom for depth of water.

**lightship** a manned vessel rigged with a bright light(s) mounted on a tall mast to warn of navigational hazards. They were anchored in one position at the beginning of the season and were recovered at the end of navigation for maintenance. This was thought to be less costly than building a permanent lighthouse.

**oakum** material used to caulk or fill the seams between the hull planks for water tightness of the hull.

**propeller** refers to a steam-powered vessel driven by a propeller.

**rabbit** a small propeller steamer with all cabins and machinery situated aft.

**range lights** a pair of tall structures with lights or beacons placed on top, arranged in line with the end of a channel so that a ship keeping these two light towers exactly one in front of the other will be able to navigate within a narrow channel without straying outside the channel and running aground.



**schooner** refers to a specific type of sailing craft having two or more masts.

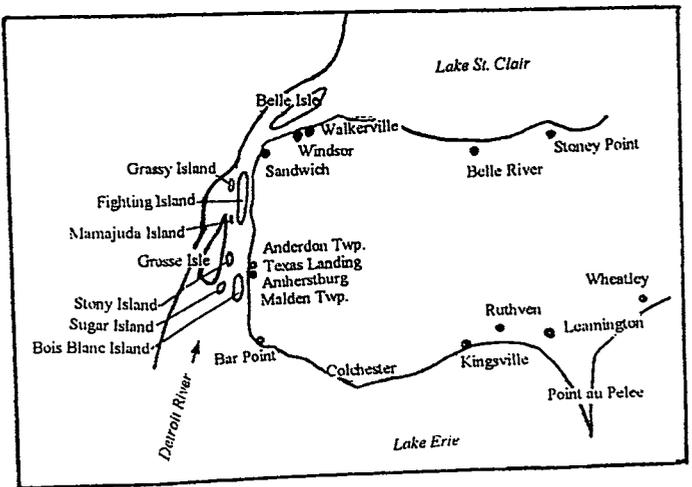
**scow** a flat-bottomed vessel of shallow draft. Schooners were often designed with a flat bottom to reach into a shallow port (**schooner-scow**).

**spiles** most likely refers to the dock pilings which were timbers driven vertically into the river bed close to the wharf for protection to the wharf.

**steam barge** a large steam-powered hull designed to carry loose cargoes (grain, stone etc.). Both rabbits and bulk freighters are sometimes referred to by this term.

**steamer** originally referred to a steam-powered vessel driven by side-wheels. In the latter part of the 19<sup>th</sup> century the distinction became blurred as there were more propeller vessels being built than side-wheeler types. The term applies to both freighters and passenger carriers.

**wheel** usually refers to a ship's propeller and occasionally the paddle-wheel of a side-wheeler.



- ① Wallaceburg
- ② Dresden
- ③ Chatham
- ④ Middle Sister Island
- ⑤ Put-in-Bay
- ⑥ Kelley's Island

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